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# THE CHINA PRESS

大陸報

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## CZECH PROGRESS IN SIBERIA HALTED BY LACK OF MEN

### Operations Reach Deadlock As Bolsheviki Stand On Entrenched Line

### BRITISH ARRIVE

### Detachment Lands In Vladivostok As Part of Allied Expedition

### DANGER OF FAMINE

### Success of Intervention Unlikely Unless More Food Supplies Are Provided

Reuter's Pacific Service

Vladivostok, August 2.—The operations of the Czecho-Slovak forces have reached a deadlock owing to insufficient forces. The Bolsheviki are strongly entrenched on the eastern bank of the Ussuri River, where they have received reinforcements from Habarovsk and Blagovestchensk, including a so-called International Detachment of over a thousand infantry and a machine-gun section.

In a skirmish yesterday the Bolsheviki lost 61 killed and the Czechs one officer and six men.

**British Troops Arrive**

The British troops arrived here tonight.

The Provisional Government here is urging the Consular Body to take immediate steps to make the removal of the embargo on exports from Manchuria effective. It accuses General Horvath of holding back supplies and, in view of the arrival of foreign troops, the food situation in Vladivostok is liable to become critical. The food situation in Eastern Siberia and in parts of Western Siberia is a serious factor which is liable to militate against the success of the Allies. Supplies on a large scale from abroad are essential to relieve the famine-stricken Irkutsk and Yenisei districts and to win over the poorer classes to the cause of the Allies.

**Object Of Allies**

(Reuter's Agency War Service)

London, July 31.—Reuter's agency is informed that the object of the action taken by the Allies in Russia is to assist the Czecho-Slovak armies, to prevent any danger to them from Germany and also to prevent at any cost the Germanisation of any portion of Russia. The Allies have not the slightest intention of doing anything tending to their territorial aggrandisement. Their main purpose is the maintenance of Russian sovereignty. Not a single allied soldier will remain in Russia when these objects have been attained.

Amsterdam, August 1.—The official Soviet organ Isvestia reports that the Czecho-Slovaks have captured Ekaterinburg and the Pravda, says that the Czecho-Slovak danger is growing like an avalanche and the counter-revolution is extending like an oil blot on paper.

## AUSTRIANS LAUNCHING ATTACKS IN ALBANIA

### Vienna Claims Italians Have Evacuated Front Lines, Rome Denies It

(Reuter's Agency War Service)

Rome, July 31.—Official. We completely repulsed a strong attack against Cornone.

An official communique issued by the Ministry of the Navy reports:

In the Upper Adriatic our air service early yesterday morning bombarded the military and harbor works of Pola. Our strong attack lasted for two hours and very important results were obtained. Several serious fires were observed, especially in the localities of the submarine and aviation stations. All our machines returned safely.

London, July 31.—(By wireless). An Austrian official communique from head quarters in Albania reports:

The enemy, under continuous pressure, has evacuated his front lines at many points.

## Cuba Gives $250,000 To Aid Allied Victims

PRESIDENT MENOCAL

President Menocal, of Cuba, under authority granted by the Cuban Congress, which recently established a credit of $2,400,000 annually for use in aiding war victims in the various allied nations, has authorised the distribution of $250,000 of the amount, as follows: France, $100,000; United States, $40,000; Italy, $40,000; England, $40,000; Belgium, $30,000. The money has been cabled to the head of the Red Cross organisation in each country named.

## GERMAN FIELD MARSHAL ASSASSINATED IN KIEFF

### Von Eichhorn And Adjutant Killed By Bomb As Result Of Moscow Plot

(Reuter's Agency War Service)

Amsterdam, July 31.—An official message dated Kieff July 30, received via Berlin, states:

When at 2 o'clock this afternon Field Marshal von Eichhorn and his Adjutant, Captain von Dressler, were returning from a casino near Field Marshal von Eichhorn's house, a man drove closely past them in a cab and threw a bomb. Both Field Marshal von Eichhorn and Captain von Dressler were seriously wounded and subsequently died.

The assassin and the cab driver were arrested and enquiry established the fact that the crime originated among the social revolutionaries in Moscow.

## No Peace Overtures By Any Of Enemies, Mr. Balfour Affirms

(Reuter's Agency War Service)

London, July 31.—In the House of Commons today, in reply to Mr. H. B. Lees-Smith, Mr. A. J. Balfour stated that no enemy Government has approached His Majesty's Government regarding peace.

## American Cotton Crop To Be 13,000,000 Bales

### Official Estimate Is It Will Be Bigger Than Last Year

(American Wireless To Reuters)

Washington, August 1.—The Secretary of the Department of Agriculture makes a forecast that the cotton crop will total 13,619,000 bales, each of 500 lbs.

Last year the crop was 13,300,254 bales and during the preceding five years the average has been 13,327,000 bales.

## Savings Bank Started For Coolies In France

(Reuter's Agency War Service)

London, July 30.—In the House of Commons today, in reply to a question asked by Mr. Gersham Stewart, Mr. J. I. MacPherson stated that a saving-bank scheme had recently been established for the Chinese coolies in France.

## American Telegraphs And Telephones Taken Over By Post Office Department

(American Wireless To Reuters)

Washington, August 1.—The United States Post Office Department has taken over control of the telegraph and telephone lines throughout the United States, and their operation will be placed under a general supervision appointed by the Postmaster General. It is announced that all lines will continue in operation in the ordinary course until further notice. An investigation has been started with a view to co-ordinating the facilities of the companies in the best interests of the public and the stockholders as a national system.

## Conservancy Board Gives Project To Make Shanghai One Of World's Big Ports

A gigantic project to make Shanghai one of the great harbors of the world, a project involving the expenditure of nearly a hundred million taels and one which would convert the Whangpoo from Shanghai to Woosung into a great dock harbor capable of receiving the largest ocean liners, is outlined in a report just issued by the Whangpoo Conservancy Board.

The report, which is called a "Report on the Future Development of the Shanghai Harbor," is the result of eighteen months work by Mr. H. von Heidenstam, Engineer-in-Chief of the Board, assisted by Dr. J. G. Richert and Mr. P. G. Hornell, representing the Hydraulic Engineering Bureau of Stockholm. The report is given as being in the nature of a preliminary survey of a vital problem which the port of Shanghai will one day have to face, the problem of stepping to the fore to meet the demands of an expanding Pacific trade, or of falling back to a subordinate position in world commerce while some other port, in Japan or China, develops to the first rank modern harbor for the Far East.

Though presented as merely preliminary in nature, the investigation of all phases of the project has been comprehensive. The report ends with the recommendation that the technical-economical problem be continued along the lines and possibilities indicated and brought to a full and reliable conclusion. It is understood that the Consultative Board, representing the foreign nations, and also various commercial bodies, are now considering the report and will probably make favoring representations to their Ministers at Peking.

**Summary Of Conclusions**

Stated in the shortest possible terms the conclusions of the authors of the report are:

1. The transformation of Shanghai Harbor into a huge wet-dock by means of ship-locks at Woosung. A summarily given estimate of the cost of closing the river and constructing the locks is Tls. 45,000,000.

2.—Increasing the depth of the Yangtsze South Channel approach by means of training works or cribs, the estimated cost of which would be an additional Tls. 40,000,000.

The proposed plan is not put forward as an immediate development but would spread itself over a number of years, 20 years at the least being estimated for the completion of such a work and two years being allowed for the detailed planning and investigation. But the necessity for coming to a definite policy to enable Shanghai to deal with the traffic which is its by birthright by making it a first class ocean port is strongly and ably urged.

The forepart of the report is given to a comprehensive study of the growth and development of world communications, of the various trade routes, competition for the sea trade of Asia and the bearing these must have on harbor development in China. This section of the report is condensed to the following conclusions:

1. Passenger and mail traffic show constantly increasing demands for rapid and safe communication.

2. The development of sea trade and harbor technique has hitherto tended towards concentration. In those countries where trade is as yet little developed, progress will go in this direction.

3. When the Chinese harbors are to be provided with deep water quays, the handling of cargo will be done by mechanical appliances in spite of labor conditions.

4. The trade between Asia and other continents will in the immediate future increase enormously.

5. The construction of the Panama Canal ensures the traffic on the Pacific and the Indian Ocean making great progress as compared with the traffic on the Atlantic.

6. Among the merchants and mercantile fleets which will benefit by the increase in trade on the Pacific and the Indian Oceans, the Asiatic hold a specially favorable position.

7. It is to be expected that the world will no longer fail to obtain the co-operation of China in the development of intercourse on the oceans. A step in this direction is the construction of modern harbors in China.

**Comparison Of Oriental Ports**

The second section of the report takes up the question of competition between the harbors of the Far East and considers all prospective first class harbors in China from various standpoints of possible development, putting forth statistics to show that the Yangtsze Estuary is the logical spot for China's foremost sea port.

(Continued on Page 2)

## Meatless Weeks Begin In Berlin August 15

### France On Other Hand Abandons Limits On Use Of Meat

(Reuter's Agency War Service)

Paris, August 1.—From Berne it is reported that the first meatless week in Berlin will begin on August 19.

Amsterdam, August 1.—A message from Berlin states that the flour ration is to be increased but the first meatless week starts on the 18th instant, seven pounds of potatoes being substituted.

Paris, Aug. 1.—The three wheatless days a week which have been in force for a short time in France have just been done away with, the livestock having been sufficiently reconstituted.

**The Weather**

Fresh monsoon along coast. The maximum temperature yesterday was 91.6 and the minimum 74.6, the figures for the corresponding day last year being 93.4 and 76.4.

## CHOLERA INCREASING STEADILY IN PETROGRAD

### 170 Cases Recorded On July 20 And 209 On July 21

(Reuter's Agency War Service)

Amsterdam, July 31.—A message from Kovno states that cholera in Petrograd is continually increasing. 170 cases were recorded on the 20th and 209 on the 21st July.

## TRADE PREFERENCE NOT UP AT CONFERENCE

### Not Taken Up By Imperial Representatives, Sir Robert Borden Explains

(Reuter's Agency War Service)

London, July 31.—Sir Robert Borden, speaking at the Savoy Hotel today, declared that neither the Imperial War Cabinet nor the War Conference of this year had considered the question of preference. The recent announcement in that connection was made on behalf of the British Government as a statement of domestic policy.

## Beginning To Feel It

*Orr, in The Chicago Tribune.*

## FOURTH LIBERTY LOAN CAMPAIGN ON SEPT. 23

### Two Billion Gold In Certificates Of Indebtedness On Loan Already Taken Up

(American Wireless To Reuters)

Washington, August 1.—Secretary of the Treasury McAdoo, announces that the campaign for the Fourth Liberty Loan will open on September 23 and will last for three weeks.

The Treasury Department announces that G.$500,000,000 of certificates of indebtedness, on which the subscription closed two days ago, were oversubscribed by G.$87,750,000, making the total of the certificates outstanding in anticipation of the Fourth Liberty Loan G.$2,183,835,000.

## FABRICATED STEEL SHIP LAUNCHED IN 24 DAYS

### Contract Let For 29 More Vessels, Each Of 8,000 Tons

(American Wireless To Reuters)

Washington, August 1.—The Shipping Board announces that contracts have been let for twenty-nine steel steamships, each of 8,800 tons, to be built in Pacific Coast yards, and also for ten tugs.

The Shipping Board announces that the 12,000 ton fabricated steel ship Invincible will be ready for launching twenty-four days after the laying of the keel. Two days' work has been lost on the vessel. 40,000 rivets have been driven and more than 137 tons of steel placed every day in the construction of this vessel.

## U. S. DAILY WAR BILL IS 48 MILLION GOLD

### Government Financing Itself Through Certificates Issued On Next Liberty Loan

(American Wireless To Reuters)

Washington, August 1.—The Treasury Department announces that the war expenses of the United States for July total approximately G.$1,482,000,000 as compared with G.$1,512,000,000 in June and G.$1,058,000,000 in May.

The daily outlay in July was about G.$48,000,000, of which G.$10,000,000 were loans to the Allies and the remainder the war expenses of the various Government departments.

The Government is financing itself through the sale of certificates of indebtedness in anticipation of the issue of the Fourth Liberty Loan. More than G.$1,600,000,000 came in from this source during July, in addition to which the Government received G.$497,000,000 from belated income and excess profits taxes, G.$97,000,000 from miscellaneous internal revenue and G.$14,000,000 from Customs duties.

Payments on account of the Third Liberty Loan total G.$3,652,000,000, leaving G.$524,000,000 due on the next instalment.

## PETROGRAD AND MOSCOW WITHOUT BREAD 4 DAYS

### Soviet Appeals To Provinces To Rescue Capital From Starvation

(Reuter's Agency War Service)

Amsterdam, August 1.—The Moscow Soviet has again appealed to the provincial authorities to rescue the capital from famine. Moscow and Petrograd have already been without bread for four days.

## ALLIED FOOD DIRECTORS ORGANISE PERMANENTLY

### Form Committee To Study Supply Problem And Co-ordinate Shipments

(Reuter's Agency War Service)

London, July 31.—Press Bureau. The Food Controllers of Great Britain, France, Italy and America have appointed a permanent committee to study food supply problems and to co-ordinate them with regard to available shipping.

## KAISER CONGRATULATES HIS ARMY ON VICTORIES

### But He Doesn't Specify Anything About The Last Two Weeks

(Reuter's Agency War Service)

Amsterdam, July 31.—A message from Berlin states that the Kaiser has issued a proclamation to the army and navy eulogising their fighting spirit and acclaiming the victories they have won during the past four years. He says the battles won during recent months are among the most famous deeds of German history. The Kaiser concludes: "You are in the midst of the hardest struggle but I and the entire Fatherland are certain that the desperate efforts of the enemy will be foiled."

## Shanghai Man's Son Bags 16 Enemy Planes

### Capt. J. E. L. Hunter Is Made Flight Commander At Age Of 21

Sixteen German airplanes are the bag to the credit of Captain J. E. L. Hunter, R.A.F., son of Mr. Ellis L. Hunter of Shanghai. Captain Hunter has recently been appointed Flight Commander, according to a telegram received by his father.

Captain Hunter's record is an enviable one. He began training Naval Air Service on October 1, 1916, and was made a sub-Lieutenant on active service July 7, 1917. He was awarded the Distinguished Service Cross two months later in recognition of his activities at Dunkirk where he destroyed two enemy machines which attempted to interfere with the British spotting machines. He was made full Lieutenant in January of this year. Captain Hunter is only 21 years old.

## GERMANS FIGHTING FOR TIME TO SAVE MASS OF SUPPLIES

### Rush Up Reinforcements To Prevent Allies Getting Enormous Booty

### FRONT UNCHANGED

### Foch's Armies Pause While Artillery And Materials Are Brought Up

### TO RENEW ATTACK

### Armies In Favorable Position For Driving Teutons Back Further

(Reuter's Agency War Service)

Paris, August 1.—The situation on the Tardenois battle-front remained the same yesterday, which does not mean that it has come to a standstill. It seems that the Germans have arrived on this front at their positions of defense and their resistance is growing stronger, probably in order to gain time to save part of the enormous material they accumulated south of the Ardre before their offensive on July 15 in view of an advance south of the Marne. But the new front not being a straight line gives the Allies possibilities of maneuver of which they will take advantage.

The necessity of advancing our artillery and material from the rear to keep pace with the enemy's retreat also explains the actual temporary slackness, but now that our guns are in their new positions they are setting to work.

**Will Resume Attack**

The fight is not yet ended but the present situation is clearly most favorable to the Allies and therefore it is in vain that the Germans used eighty divisions in the Soissons and Champagne battle. In the Soissons-Rheims bulge alone the Kronprinz engaged forty-five divisions, several of which were thrown into the battle repeatedly. The Germans can never launch a further attack more powerful than the one which has just failed so piteously.

An official communique issued yesterday afternoon reported:

After a strong bombardment the Germans attacked our new positions east of Oulchy-le-Chateau. We repulsed the assault and maintained our lines intact.

On the right bank of the Ourcq lively engagements occurred northeast of Fere-en-Tardenois. The village of Seringes passed from hand to hand but was finally carried by an American counter-attack.

Numerous enemy raids near Mesnil St. Georges, east of Montdidier, in Bois-le-Pretre, on the right of the Meuse, and in Vosges were unsuccessful.

We carried out a raid northeast of Perthes-les-Hurlus and brought back some prisoners.

**Germans Try For Fixed Line**

The German resistance is gradually losing its character of a rear-guard defense as the enemy unceasingly throws numerous fresh divisions into the battle in an attempt to slacken our advance. It seems that he is endeavoring to establish a solid line held by the bulk of his forces.

Despite this the Franco-American forces, pushing forward northeast in the direction of Fismes, have within the last twenty-four hours met several strong German counter-attacks, broken them and hurled the attackers back to their starting point and beyond.

In the region of Rheims the Germans have endeavored to remove the danger of having their left flank turned by making an attack in strength in the direction of St. Euphraise. The enemy failed to storm this valuable support point and had to content himself with creeping up slightly towards the village.

**Enveloping Germans On Ardre**

As the result of the converging movement which is being carried out by the French and American troops advancing from Fere and by General Berthelot's forces moving up the valley of the Ardre, the foe is

gradually being squeezed in another bulge which the Allies have created for him.

The official communique issued last evening reported:

There have been artillery actions along the whole battlefront.

Between Montdidier and the Oise an enemy raid north of Antheuil was without result.

**On The British Front**

London, July 31.—Field Marshal Sir Douglas Haig reports this evening:

There have been hostile artillery bombardments southwestward of Albert and eastward of Robecq.

Aviation.—We dropped over eleven tons of bombs on enemy sidings and dumps.

Some enemy machines were encountered. We brought down fifteen and drove down six out of control. Six British machines are missing.

Our night-flying machines dropped 3½ tons of bombs.

In addition to those already reported our infantry shot down an enemy machine on the 29th.

## *British Have Captured 14,500 Since March*

**(Reuter's Agency War Service)**

London, July 31.—In the House of Commons today, Mr. J. I. MacPherson, Vice-President of the Army Council, stated that since March 22, the British have taken about 14,500 prisoners on the west front.

## *Memorial Services For Mr. John Liddell*

### *Over 200 Attend Ceremony At Cathedral For Former Shanghai Resident*

Memorial services for Mr. John Liddell, who died in Tokio on June 25, were held at the Cathedral yesterday.

Over 200 people attended the services, including Sir Evarard Fraser, British Consul-General; Sir Havilland de Sausmares, Judge of the British Supreme Court; Mr. E. C. Pearce, chairman of the Municipal Council, other Council representatives, members of the Consular Body and a number of prominent Chinese.

Dean A. J. Walker delivered a brief address after the Funeral March had ushered the congregation into the church and a hymn had been sung. A number of prayers were then said and the service concluded with the playing of the Easter hymn, "The Strife is O'er."

## 70 CALIFORNIA CHINESE REPORT FOR TRAINING

### Eager To Join Army And Get Into Fight Against Germany

**(American Wireless To Reuters)**

Washington, July 28 (delayed).—At a Pacific Coast training station, 70 Chinese from Los Angeles have reported for military training, being eager to reach France to take arms against the Kaiser.

Washington.—The Knights of Columbus have subscribed $2,500,000 issue treasury certificates offered in advance for the 4th Liberty loan.

Department of Commerce statistics announced that the United States exports to South America for the fiscal year ending June 30 total $314,564,482, an increase of $55,000,000 over the preceding year.

## FIND LORD LICHFIELD DIED FROM ACCIDENT

### Nobleman Whose Body Was Found In River Killed While Out Hunting

**(Reuter's Agency War Service)**

London, July 31.—At the inquest over the death of Lord Lichfield the verdict of accidental death from a gunshot wound while duck-shooting was given.

### Mail Notices

MAILS CLOSE

Per N.Y.K. s.s. Y'shiro M. Aug. 6
Per N.Y.K. s.s. Kumano M. Aug. 7
Per N.Y.K. s.s. Chikugo M. Aug. 8
Per N.Y.K. s.s. Omi Maru Aug. 9
For U.S. Canada and Europe:—
Per C.P.R. s.s. Monteagle Aug. 3
Per C.M. s.s. Nanking ....Aug. 10
For Europe, etc.:—
Per .....Aug. 4

MAILS DUE.

From U. S. and Canada:—
Per T.K.K. s.s. Korea Maru Aug. 3

N.B. A parcel post for the United Kingdom via Suez, will be closed at 5 o'clock this evening at the British Post Office.

## GERMANS' DEFENSE ON ATROCITY IS DISPROVED

### Berlin Pictures Show Red Cross On Hospital Enemy Airmen Bombed

**(Reuter's Agency War Service)**

London, July 31.—In the House of Commons today Mr. J. M. McPherson, replying to the attempt made by the German Government to justify the bombing of Etaples Hospital on the night of May 19 on the ground that the Red Cross was not shown, said that he was satisfied that the Red Cross was shown then. Anyhow hospitals were bombed on the night of May 31, although photographs in German newspapers showed the Red Cross displayed on them on May 27.

## JAPANESE CASE REMANDED

I. Nyiaki, Japanese goldsmith who insulted some Chinese women in an alleyway off 991 Woosung Road Wednesday night and then hurled sulphuric acid upon them, causing severe burns, came up for trial in the Japanese Consular Court yesterday morning.

The case was remanded until this morning. Nyiaki, following his attack, fled to the Japanese Consulate, and the authorities would not give him up to the local police. A Chinese boy was also injured during the assault, being cut on the leg by the acid bottle.

## *First Stone Is Laid Of Hebrew University*

The foundation stone of the new Hebrew University in Jerusalem has been laid, according to a telegram received by Mr. E. S. Kadoorie, president of the Shanghai Zionist Association, from Mr. N. Sokelow, a member of the Zionist Inner Actions Committee, London. The telegram reads:

"Laying of foundation stone of the Hebrew University in Jerusalem took place on July 25. Congratulations. Details will follow later."

It will be remembered that according to a Reuter's despatch in June, Henri Bergson, the famous Franco-Jewish philosopher, has decided to leave for Jerusalem to take a seat in the new University.

## *New Postal Guide Out*

The seventh annual Postal Guide, published by the Directorate General of Posts for China, is on sale at all Post Offices.

The volume is replete with postal information and contains an alphabetical list of over 7,000 post offices. The first part is devoted to detailed information concerning the administration, regulations and service.

Tariff lists, showing the postal charges for all sorts of domestic and foreign mail, international and domestic parcel tariff charges and other tabulated information, are also included in the first part.

## CARD-ROOMERS STRIKE

**(Reuter's Agency War Service)**

London, July 30.—The Preston card-roomers have struck, demanding a twenty-five percent increase on their current wages.

## Great Harbor For Shanghai Sketched

**(Continued From Page 1)**

This part of the investigation is condensed as follows:

(1) Between North America and the Far East a large passenger, mail and goods traffic will, under any circumstances, be created.

(2) This will involve such an abundance of goods to be shipped across the Pacific that, in order to decrease the cost of transportation, big ships—with a draught of 33 feet and more—will be employed.

(3) Whether the trans-oceanic will become directly connected with China or whether trans-shipment will be made in foreign harbors is entirely dependent on whether suitable arrangements are made at a convenient point on the China Coast for accommodation of big ships.

(4) From geographical, commercial and technical points of view the best situation for the harbor which North and Central China requires is to be found in the Yangtsze Estuary. Here, according to our belief, will be created one of the largest habors in the world.

The third chapter puts the technical requirements for a harbor at the Yangtsze Estuary and states that "the harbor which is required at the Yangtsze Estuary must be provided with such a water-depth as to accommodate the largest ships that can at present pass the Panama Canal and that the situation of the harbor must be such that an increment of another five or ten feet shall be possible." The Panama Canal is considered as having 40 feet water-depth, capable of navigation by vessels of 38 feet draught. Thus the water-depth of the harbor at lowest low water is put at 40 feet and in the approaches, if tidal, 36 feet. The location of the harbor at the estuary is considered and the conclusion drawn that "the only situation of a world harbor in the Yangtsze Estuary which can be conceived is in the neighborhood of and in connection with Shanghai."

**Difficulties Can Be Overcome**

Shanghai's potentialities for becoming such a trade center are enumerated and the engineers declare that the physical obstacles can be overcome if Shanghai only will.

The technical arrangement of a harbor at Shanghai is then taken up and the following synopsis given of all the different arrangements which can be taken into consideration:

The open harbor arrangement, while admitted as a technical possibility, is deprecated on account of the silting. The dock harbor scheme is then discussed in detail. Apparent disadvantages of the arrangement are given as follows, with the reply to them and an enumeration of the advantages to be gained:

(1.) Entrance to and departure from the harbor becomes dependent on lock gates.

(2.) The traffic between the Whangpoo and the canal systems which debouch into the Whangpoo will be influenced.

(3.) Structures for closing and locking the Whangpoo would be expensive.

(4.) The drainage and the water supply for Shanghai would be influenced.

"In respect to (1) we beg to point out that the locks can be arranged in a similar manner to those at other dock harbors where a whole flotilla can pass simultaneously. Furthermore, the disadvantage of the difficulty and delay in passing the locks is certainly equalised by the advantage which the closing of the river offers to the navigation by the absence of strong current in the harbor. Finally it must be noticed that several of the greatest harbors in the world, e.g. London and Liverpool, suffer under the restraint of the arrangement of locks which, however, has by no means checked their development.

**Question Of Fixed Water Level**

"Whether the maintenance of a fixed water level in the Whangpoo will entail serious disadvantages to the traffic in the connecting canals and creeks is a question to which our present knowledge of this traffic is not sufficient to furnish an adequate answer. It seems, however, as if by small means, e.g., increasing the water-depth by dredging in some of the creeks and canals, the proposed disadvantages could be converted into equally important advantages. In connection with this we beg to point out that the predominant part of the canals in Kiangsu and Chekiang provinces are practically without any tidal action.

"In respect to the cost of closing the Whangpoo and building the necessary locks a summarily made estimate has given a total of Tls. 45,000,000.

"The effect of such a scheme on the sewage disposal and water supply of Shanghai would be considerable. The maintenance of a constant water level in the river would ensure a constant fall in the sewers so that sewage would gradually get away but the conditions appear objectionable. Irrespective of the scheme under discussion an entire rearrangement of the present system would, as Shanghai grows, appear necessary, involving pumping and chemical or bacteriological treatment of the water pumped.

"As to the question of the water supply there is no doubt that an intake direct from the Yangtsze or the Hsi Tai or Tai Hu Lakes or other new sources would become imperatively necessary. This, however, would also seem to be at least a future probability irrespective of this scheme.

"If we thus have shown that the proposed disadvantages are not too great to be overcome the project has the following indisputable advantages:

"(1) It is a well known and thoroughly tested solution.

"(2) Any water-depth can be permanently obtained by dredging anywhere in the harbor.

"(3) The constantly available water-depth in the Whangpoo will, immediately after completion of the works, be increased by 7 feet.

"(4) The value of the present wharves in Shanghai will rise corresponding to an increase of their effective water-depth by 7 feet.

"(5) The cost for construction of quays for a certain effective water-depth will be less on account of their lower total height.

"(6) Silting in the Whangpoo will practically cease and dredging along wharves on this account will stop."

**Shore 38 Miles Long**

"The transformation of the whole Whangpoo to a dock harbor gives us between Woosung and Shanghai a length of shore of about 38 miles along which deepwater quays can be constructed," the report states. "The basin has a width of 1,000 to 2,250 feet, which is sufficient for the very largest vessels; its area is 6.8 square miles, an area 7 times that of the London docks and 2½ times the size of the present harbor in Hamburg. Furthermore, if we take into consideration that the harbor can be continued even above Shanghai and that basins can be dredged out anywhere in the plain along the river, we question whether any other harbor possesses possibilities for development which can be compared with those of Shanghai."

The question of the approach through the Yangtsze Estuary is then gone into and the proposed of crib work in the South Channel arrived at as the most plausible of several possible solutions.

The final chapter of the report deals with the general aspect of the development and cites the imperative need for a far-sighted and elastic policy, allowing for a gradual development. The alternative is predicted as being the outclassing of Shanghai as a leading ocean port within the next twenty years. Regarding the administration of the project it is suggested that, whatever the composition of the executive body for any eventual scheme, the obvious course is that the Whangpoo Conservancy Board should carry out the necessary preliminary work. The problem of raising the funds is tentatively gone into and it is suggested that the greater proportion is likely to be obtained in the form of taxes levied in the form of a certain percentage on trade.

The engineers in conclusion state:

"Shanghai's destiny is linked up with and ultimately depends on its maritime connections. Shipping is the first and last source of the prosperity of a greater Shanghai. Its present role as the Yangtsze Estuary harbor par excellence can be challenged and taken away from it, but then only because its inherent possibilities were not fully utilised. Within the Yangtsze Valley are living one-tenth—or thereabout—of the 1,700 million inhabitants of the earth, and the high road to the sea for this large part of the world goes past Shanghai. Properly equipped it will also be a main point on the express traffic routes from North Asia and North America to parts of South Asia.

"Developed with foresight and care—allowing a reciprocal action between the trade and the amount spent on harbor improvement but not strangling commerce by exorbitant tax—the Shanghai harbor has every chance of securing that great future which is assigned to it by right of past achievements and inherent potentialities."

**Mr. Tyler For Investigation**

Attached to the report, which is very neatly gotten up and contains a map of the water area in question, is a paper by Mr. W. F. Tyler, Coast Inspector, commenting on the findings of the Board. Mr. Tyler discusses the proposals and gives it as his opinion that authority should be given for a full investigation such as the Board recommends to ascertain by what means and at what cost Shanghai Harbor may be converted into a first class seaport.

"The question at issue is not whether the authors' conclusions are sound," Mr. Tyler says. "They do not themselves maintain that they are. As I understand them they put forward a tentative scheme as a point d'appui as it were on which to hinge the mind in a consideration of the possibilities of Shanghai's future needs. What they recommend is, in effect, that a couple of years' investigation should take place to ascertain whether their scheme or any other alternative scheme gives promise of converting Shanghai into a harbor for the deep draft ships of the future.

"Whatever may be our views as to the need to provide for such a draft, whatever may be our views as to the possibility for financial or other reasons of attaining it, the investigaion proposed is in effect a continuation of previous hydrological investigation regarding Shanghai Harbor and its approaches, and in any case is, I consider, highly desirable.

"On these grounds I recommend that the investigation be approved, at whatever cost is necessary—which cannot be very large—for the purpose."

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# ALLIES DON'T FEAR BLACK SEA FLEET

### British Expert Says Germans Can't Endanger Them In The Mediterranean

### NEED NO REINFORCEMENTS

### Present Fleets Able To Deal With All Warships Russia May Have Surrendered

London, June 15.—The Daily Chronicle's naval correspondent, discussing the possibility of the Germans obtaining control of the Russian Black Sea Fleet, says:

"It is commonly supposed that the ships are already under German control, but that fact is not assured. Lenine is reported to have ordered them to be surrendered under German threats, Kuhlmann having given some pledge not to use them until a 'general peace.'

"Before the Germans arrived at Sebastopol, two new dreadnoughts, the Svobodnaya Rossiya and the Volya, had been taken by their officers and crews to Novorossisk along with two destroyers and two steamers, and, according to the Kolnische Volkszeitung, their officers had determined to blow them up before the Germans could reach the latter port. The third dreadnought, then known as the Imperatritsa Maria, was destroyed by fire and an explosion in October, 1915. There remain only two battleships of the Eustafi class and two much older, with a few cruisers.

"It does not appear certain that the Germans will gain control of any considerable battle force in the Black Sea, though the possibility must be recognised. Whether the Goben is yet fit for sea we do not know. If the Germans do seize the Russian ships, it is quite certain they will have to refit them completely, to provide them with ammunition, and commission them afresh with German officers and German men, perhaps with a proportion of Turks. No fresh development is to be expected for a little time to come.

"The flotillas may put in an earlier appearance and are not a force to be ignored. There are about twenty-five destroyers, none of them dating before 1907, and a dozen submarines. A number of them may soon issue into the Aegean and the Mediterranean. No doubt the Germans will use every effort to employ these flotillas against the allied ships off Salonika, and there is always the possibility that the late Russian battleships and the Goben may some day appear.

"It has been suggested that the Germans may endeavor to carry out the Russian ships to join the Austrians at Pola, but the situation in the Adriatic is hardly inviting. The courageous Commander Luigi Rizzo has just sunk one Austrian dreadnought, the Szent Istvan, and winged another. It is doubtful whether the Austrians have now more than one dreadnought fit for sea, with four Erzherzogs and some older ships. Moreover, navigation of the Adriatic is insecure. It seems, therefore, improbable that the Germans would wish to come westward. The French have a powerful fleet, including dreadnoughts and many pre-dreadnoughts and very numerous and powerful flotillas of destroyers and submarines. The Italians have also a formidable fleet and very large flotillas most courageously handled. What British ships are in the Mediterranean cannot be stated.

"Evidently the arrival of the Germans in the Black Sea, as disagreeable as it is, is not in the least likely seriously to disturb the situation in the Mediterranean, still less to endanger it. There is a sufficiency of force to deal with any new development, and the Grand Fleet in northern waters will not be weakened by the addition of anything to the strength in the Mediterranean. All that may be expected is some movement to the eastward, and some strategic dispositions are in readiness to check any enterprise from the Dardanelles and to bring into action any enemy force which may come down the Aegean into the Mediterranean.

# Baylies, American Ace, Shot Down

SERGEANT FRANK BAYLIES.

Sergeant Frank L. Baylies, of New Bedford, Mass., one of the American Aces flying with the French Army, was shot down eight miles within the German lines following a duel with four German airmen. He landed safely and was made prisoner. Baylies was a member of the "Stork Squadron," once led by the famous Guynemer. He is officially credited with downing eleven German airmen, and had at least five unofficial victories to his credit.

## GERMAN ENTHUSIASM EBBS

### Press Talks Of Wearing Down Allies While Economising Man Power

By Julius West

Zurich, June 15.—The Vorwarts is finely pessimistic again on the situation in general. "The German people received with gladness the news of peace with Russia, but what has happened to that peace? A bread peace with the Ukraine has been sealed by the reduction of the bread ration, and our victorious soldiers, instead of returning to their homes, remain in Russia or have been transferred to other fronts, and have learned that universal suffrage in Prussia has been rejected. We greeted Germany's entry into the war against Tsarism as the prelude to the liberation of Europe. Today Skoropadsky reigns in the Ukraine and Heydebrand in Prussia, while candidates for the crowns of a series of so-called 'liberated' States are being reviewed. This peace has only aroused discontent within Germany."

The Vorwarts, of course, is habitually anti-Government, but just now its depression is no deeper than that of the more orthodox papers. The Frankfurter Zeitung, for example, now proclaims that Germany is now merely aiming at the reducing of the quantity of the Anglo-French effectives. Even a considerable thrust forward is not contemplated until such time as the wearied Allies can no longer resist the great offensive. Above all, Germany is guarding her own men.

"'The price of human blood is high,' Hindenburg has declared on so many occasions, which is the reason our High Command is attempting to insure that it will not flow vainly without corresponding success."

Tonight's Zuricher Post, commenting on the depression now prevailing in Germany as the result of the failure of the offensive on the western front, believes a new peace offensive is imminent, and that Germany will initiate it this time with a statement of her peace terms. It cautiously states that it believes in the probability that negotiations will be begun in the Autumn.

# AMERICAN CLUB IN ST. JAMES SQUARE

### Temporary Building Erected In London Precincts Sacred From Invasion For 200 Years

### LIKE A PLACE IN COUNTRY

### Officers Returning From Devastation At Front Assured Of Complete Tranquillity

London, June 15.—Another cherished English tradition has been smashed by the advent of America into the war. For 200 years St. James Square has been regarded as sacred from all invasion. It lay green and pleasant amid some of the most stately mansions of London, but no one entered it from year's end to year's end save the gardeners, who rolled the turf or swept up fallen leaves.

Today the American Y.M.C.A. has commandeered it and turned it into a first-class country club for American officers, but has done it with gentle hands. The fine equestrian statue of William III. is indeed surrounded by the building of Washington Inn, but not one of the century-old planer trees has been disturbed, and the wings of the structure have been so disposed as to avoid their trunks. The result is that American officers, in the very heart of London, within five minutes' walk of Trafalgar Square, have a place of their own which might be miles in the country.

Officers are received in a spacious lounge about 75 feet by 35. It is furnished in red, and over the mantlepiece is this inscription in old English letters, which is ascribed to Captain John Smith of Virginia:

"We Were Born; Not for Ourselves, But to Help Others. Let Us Imitate the Virtues of Our Predecessors, to Be Worthily Their Successors."

There is another room all in blue and white and a writing room in green and white. Around them are hung engravings of famous pictures. With their lofty beamed roofs and French windows, opening on the green turf and stately trees, they give the impression of being far away from the city and its dust and noise.

Five other wings are given up to bed-rooms. These are small, indeed, but they mean that 100 officers straight from the mud and desolation of France can each have a little place of his own, where he can be quiet and at ease. Generous bath-room accommodation is provided, and London probably never has seen so many shower baths mobilised in so small a space. Moreover, the whole inn is warmed by steam heat. All these advantages can be secured by American and other Allied officers for less than $3 a day, while for about $1.60 a man can get bed, bath, and breakfast. The inn already is doing business, but the formal opening will be by H. R. H., the Duke of Connaught, on June 24. The committee in charge of it are Wilson Cross, C. W. Hough, J. Parker, Henry Walter Blackman, R. J. Cabell, Lady Alastair Innes-Ker, the Countess of Essex, and the Hon. Lady Ward. A great deal of the service will be provided by voluntary workers, both American and British. The officials in active charge are C. E. Durgee, General Secretary; J. E. Harrison, Social Secretary, and M. E. Baker, Business Secretary.

# GERMANY COULDN'T USE ALL TROOPS FROM EAST

### Thousands Had Lost All Sense Of Obedience And Are Only A Burden, Says Hollander

Rotterdam, June 15.—The London Daily Chronicle's Rotterdam correspondent has learned that a returned Hollander who now, after every possible difficulty was placed in his way, has left Germany forever heard many strange statements concerning the morale of the German troops who spent most of their time on the Russian front and are now back in Germany.

He declares that only a small proportion of the troops from the East were actually sent to the front lines in the West. If it had been considered desirable and safe merely to transfer these troops from the East to the West in mass, he is of the opinion that the German bid for the French coast and Paris would have been made at a date much earlier than it actually took place. The explanation, as he gives it to me, is very instructive.

He points out that the condition in which the troops in the East had been living were infinitely rougher, even more uncivilising, than are those which rule in the West, bad as they are. Years of an almost savage existence amid extremes of cold with irregular food supplies and with an enemy before them who often allowed himself, through inferior discipline and other influences, to be slaughtered in masses in most unequal fights, and in addition the subtle influence which so completely undermined the Russian morale and from which the German soldiers could not be kept entirely immune, have all tended to produce an astonishing breakdown in the German eastern armies.

"Thousands upon thousands of men have lost all sense of obedience and all power to act rationally. Their nerves and bodies have been grievously over-strained and under-fed, and today one of the prime great problems before the German Army authorities, military and medical, is that of dealing with the vast crowds of absolutely unnerved wild men. They are unmanageable, giving an immense amount of trouble in and out of the huge barrack hospitals into which many have been packed, and as soldiers now and for the future their careers are over.

"My informant gave it as his opinion, founded upon what he himself heard from German hospital authorities, that vast numbers of these men are broken in nerve permanently, and will be henceforth only a burden upon the nation and a sorrow to their friends.


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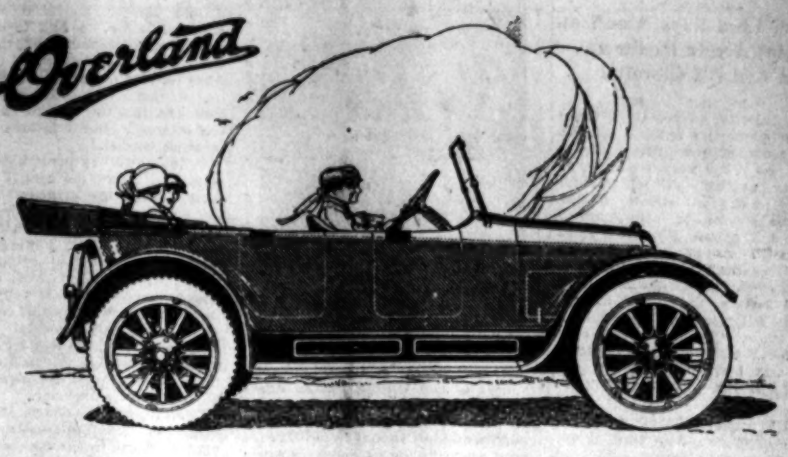

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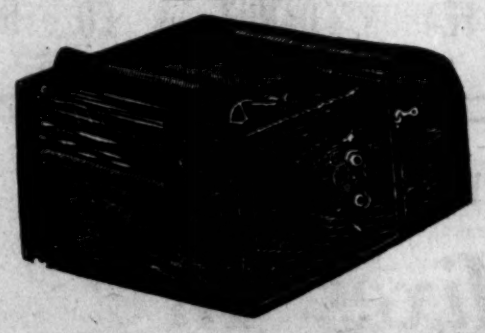

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# U-BOATS ON U.S. COAST REGARDED AS A FLURRY

## Mere Demonstrations To Divert Naval Watch From Narrow Seas, Says Wemyss

## WILL FAIL OF ITS OBJECT

## First Sea Lord Says American Warships Are In Mediterranean And Off Gibraltar

London, June 15, (Associated Press.)—German submarine activity off the Atlantic coast of the United States should not be taken very seriously, as the Germans probably will not attempt a blockade of the American shores. This is the opinion of Vice Admiral Sir Rosslyn Wemyss, First Sea Lord of the British Admiralty. The Admiral believes that there is only one submarine operating off the American coast, and that the purpose of its trip across the Atlantic was to frighten the Americans. German ruthlessness at sea, the First Sea Lord declared, must be met by centralised warfare in the North Sea and the Mediterranean.

Admiral Wemyss paid tribute to the co-operation of the American naval forces in European waters. He said the American ships not only were stationed in the North Sea but were also operating in the Mediterranean and off Gibraltar.

The appearance of the German submarines off the American coast is an arresting development, from whatever point of view it is studied, and opportunity was given this week to Archibald S. Hurd, the British naval writer, to obtain from the British First Sea Lord his opinion upon this new departure of the Germans and its effect upon the naval situation generally. Secrecy is an essential element of success in all warfare, and particularly in naval warfare, but there are times when a Chief of Staff can speak with necessary reserve without giving information to the enemy. In democratic countries the leaders of the fighting forces must carry public opinion with them. That has been the policy adopted in increasing measure by the present board of the Admiralty.

The First Sea Lord was bending over a table at work when the interviewer entered the room. He had cast aside his coat and waistcoat, owing to the heat of the afternoon, the windows were open, and there was about the Admiral a fresh-air-atmosphere.

**Cannot Maintain A Blockade**

"This development should not be taken very seriously," he said in reply to a general inquiry as to what importance he attached to the German sinking of shipping off the American coast. "If I were inclined to bet, I should say there has not been more than one submarine off the American coast. I may be wrong, but that is the impression I have formed. That conclusion fits in with my interpretation of the enemy's object.

"The Germans cannot hope to maintain anything in the character of a blockade. The distance is too great from their bases. The enemy has merely made a demonstration with the hope of causing us to decentralise our efforts to put down the submarine. His object is to frighten the American people in the hope that they may exert their influence on their naval authorities.

"You will remember that Napoleon declared that exclusiveness of purpose is the secret of great successes and of great operations. Now, if the Germans could cause a dispersal of naval force, this demonstration off the American coast would achieve its purpose.

"I hold firmly to two principles. As Chief of Staff, I believe firmly in decentralisation in administration, but as Chief of Staff I also believe as firmly in the centralisation of effort against the enemy. I think it was Admiral Mahan who said that the great end of a war fleet is not to chase, nor to fly, but to control the seas.

"Now, with that statement in mind, glance at an ordinary school atlas if you have not got what the Germans would call a 'war map' handy. You will observe that the Central Powers have formed a block in Europe running down from the North Sea to the Adriatic and to the point where the Dardanelles debouches into the Mediterranean. Any submarine, to reach the American coast, has to pass either to the north or south of the British Isles or along the Mediterranean where Gibraltar stands sentinel over the narrow exit.

**Concentration In Narrow Seas**

"That atlas is illuminating. It indicates sound strategic methods of dealing with the submarine campaign. We must fight the U-boat in the narrow seas. In other words, we must centralise, concentrating all our forces in what is really the decisive area.

"The Germans, you may be sure, have been studying the charts, and in sending out of their so-called submarine cruisers to the American coast they thought to raise an outcry in the United States against the policy which is now being pursued of fighting the submarines in the narrow seas.

"Well, I judge, both from official information and cable despatches in the newspapers, that they have already failed in their purpose. It looks as though they had merely brought the war home to the American people, reminding them in this dramatic way that the seas are all one and that they have a common interest with us and the other allies in conquering the power which invented this modern form of piracy. That represents another defeat for the Germans.

"We shall have to wait on events before final judgment can be formed as to whether the enemy will persist in this new policy. I am not inclined to take the business seriously. It cannot be serious in relation to the immense volume of sea traffic between the United States and Europe. But I must enter one caveat. The proper policy is, as I have said, centralisation of effort in the decisive areas, the narrow waters through which all submarines, whether intended to cruise off our shores or off the American coast, must pass. That is the right policy, as every seaman will, I am sure, agree, but that does not mean that no submarine can escape and cross the Atlantic. No such guarantee can be given.

"What, then, should be done? I see it is reported that American coast-bound traffic will be convoyed. If that be the case, the same principle will be adopted as has proved successful during the last year or so, but this will be a quite secondary effort, I imagine, since, according to the statement made by the Naval Secretary in Washington, the American naval authorities are convinced that if the submarine is to be mastered it must be mastered in the narrow seas.

"American resources are developing rapidly, and the two policies, I hope, may not prove incompatible, namely, co-operation in the main offensive, with a measure of protection to local traffic.

**Naval Co-operation**

The conversation passed to the manner in which the American naval forces had co-operated in European waters.

"You know, of course," the First Sea Lord continued, "that for more than a year past American men-of-war have been operating from Queenstown. It also has been known for some time that there are American ships in the Mediterranean. I do not think it can be regarded as a secret from the Germans that American men-of-war are also acting against the enemy off Gibraltar.

"This co-operation constitutes a remarkable testimonial to the strategic insight of the American naval authorities, who have not hesitated to send battleships to join the Grand Fleet in the North Sea.

"I wonder how many people realise that the decision of the American naval authorities in sending ships 3,000 or more miles across the Atlantic to defend American interests represents a unique triumph of a fundamental strategic principle. The naval historian, when his time comes to write, will not be blind to this notable action, and there seems no doubt he will be able to add that the Navy Department was supported wholeheartedly by public opinion.

"And that reminds me to emphasise the fact that the object of the German in sending submarines to the American coast to sink shipping was to weaken the concordat between expert and civil opinion in the United States. On that matter there is no shadow of doubt."

Discussing the relations of the two navies, Admiral Wemyss said:

**Tribute To American Navy**

"On the broad lines of strategic policy complete unanimity exists. Admiral Benson and Admiral Mayo have both visited us and studied our naval plans. No officers could have exhibited keener appreciation of the naval situation. I find it difficult to express the gratitude of the British service to these officers and to Admiral Sims for the support they have given us. I am not exaggerating or camouflaging, to borrow a word of the moment. Our relations could not be more cordial.

"The day-to-day procedure is of the simplest. Every morning I hold conference with the principal officers of the naval staff, and Admiral Sims is present as the representative of the United States fleet, joining freely in the discussion of the various subjects which arise. I need not add that I keenly appreciate his help. At sea the same spirit of cordial co-operation exists—extremely cordial. I should like to say we have, fortunately, a common language and common traditions, which have done much to assist us in working together.

"The American officers and men are first-rate. It is impossible to pay too high a tribute to the manner in which they settled down to this job of submarine hunting, and to the intelligence, resource, and courage which they have exhibited.

"They came on the scene at the opportune moment. Our men had been in the mill for many weary months. Possibly the American people, so far removed from the main theater of the war, can hardly appreciate what it meant when these American officers and men crossed the Atlantic.

"They have been splendid, simply splendid. I have seen a number of the destroyers and conversed with a large number of officers. I also have had many reports and am not speaking of the aid the United States has rendered without full knowledge.

"Not only are the vessels well constructed and the officers and men thoroughly competent, but the organization is admirable. It was no slight matter for so many ships to come 3,000 miles across the Atlantic to fight in European waters. The decision raised several complicated problems in connection with supplies, but those problems have been surmounted with success. There has never been anything like it before in the history of naval warfare, and the development of the steam engine has rendered such co-operation more difficult than ever before, because the modern man-of-war is dependent on a constant stream of supplies of fuel, stores, food, and other things, and is in need of frequent repairs.

**Will Not Check Transport**

"This submarine business will not have any effect on a transport movement which, judged from the standpoint of a seaman, has no parallel in history. A year ago the enemy was boasting that his submarines would prevent American troops being moved to Europe. I do not know whether that statement was never believed in Germany, or whether it was merely put out in the belief that it would make the Americans nervous, but, whichever it was, neither the threats nor the performances of the U-boats have affected the movement.

"That is a very remarkable fact, which, judging by the German newspapers, is producing a great impression in Germany. Not so long ago the falling off in sinkings of tonnage was explained by the enemy as being due to the fact that there were few ships to attack.

"And now, in the face of that statement, American troops are coming across the Atlantic week by week by tens of thousands and moving up to the firing line. At the same time war supplies in great variety are being brought across the Atlantic with comparatively small losses, and the food situation in the British Isles is actually more satisfactory today than it was a year ago. In spite of the submarines we have got rid of queues. The people are contented, and the general situation, so far as it is influenced by the naval effort, has improved, although the enemy is making his maximum attack on every ship afloat, British, Allied, and neutral.

"Those results have been achieved by adherence to the only sound strategic principle—concentration of effort."

**United Strategy The Keynote**

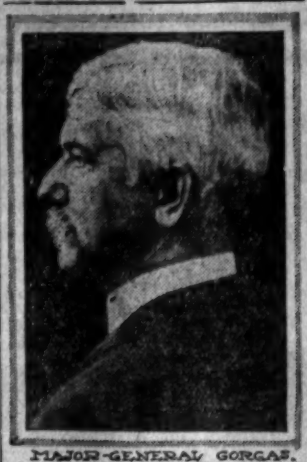
Washington, June 15.—Benefits derived from united naval strategy by the United States and Great Britain were pointed out here today by Navy Department officials, who read with interest the view of Vice Admiral Wemyss on the operation of German submarines off the American coast.

"The navy is naturally much gratified at the appreciative words of Admiral Wemyss in regard to naval co-operation in European waters," said Acting Secretary Roosevelt. "The keynote of our naval policy from the beginning has been a united strategy. It would have been easy to fall into the error of assigning separate zones of operation to the various navies, but it was evident from the first, as Admiral Wemyss points out, that the principal naval forces must be concentrated in the decisive area of the narrow seas around England and France.

"With this in mind, the evident German effort to break up this concentration by sending raiding submarines to our own coast has failed utterly in its purpose. One submarine, or possibly two at the present time, or even a continuation of the scattered attacks, must and will be met on this side by supplementary naval operations, without in any way weakening the main effort of hunting the submarines in the narrow seas off Europe, or to convoy troop and supply ships across the ocean.

"That this singleness of purpose is actually succeeding is proved by the fact that the German naval objective, which has been often announced for over three years, has, up to the present, entirely failed in its purpose. The British and American naval forces at all points are working not only in complete harmony, but with a constant interchange of ideas that is improving the efficiency of both services."

# Most Of Our Wounded Will Be Saved--Gorgas



MAJOR-GENERAL GORGAS.
© Clagett.

Major-General Gorgas, Surgeon-General of the United States Army, in a recent address in Chicago said that 75 to 80 percent of all American troops wounded in battle will be restored and returned to service again. The number of soldiers permanently disabled will not exceed 10 percent, he added.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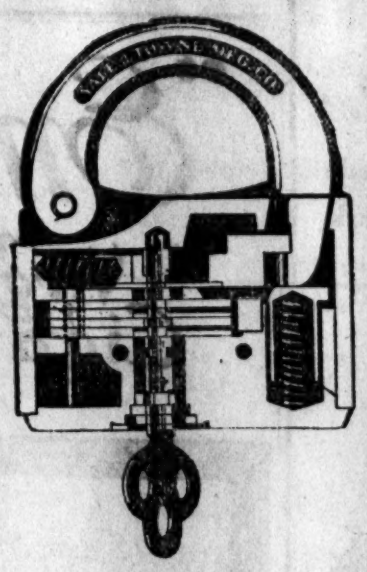

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# Cavalry Just Romps Away With Game Against Locals

## Shanghai Gives Another Demonstration Of Booting; Jordon Throws Ball 362 Feet

Cap Butler's ball playing horsemen from the Philippine Islands got revenge yesterday afternoon for the defeat sustained at the hands of Shanghai Tuesday and the retaliation came in the form of a 10-3 victory for the 9th Cavalry over the locals.

It wasn't much of a ball game, for the colored stars didn't have to stretch for the win and Shanghai played about the poorest brand of ball ever accredited to a local nine. "Lefty" Glass sailed through nine easy frames without exerting himself, allowed seven hits, among them two triples, but fanned 13 and didn't pass a man.

"Hen" Jordon didn't play, the Cavalry catcher getting a layoff in anticipation of the hard game with Meiji this afternoon. But Jordon collected $25 and the Shanghai Chapter of the American Red Cross netted a like amount when the Cavalry backstop sailed a baseball through the air 362 feet and eight inches. He will try to break the world's record today and swears that he will throw the pill over the grandstand. He took but one throw yesterday and didn't kill himself on the single chuck either.

**Coolies Give Exhibition**

The fans had their first glimpse of Chinese coolies playing yesterday and the coolie infield was sent through a snappy practice. Tzse at short looks like a comer. The boys attempted to emulate the Cavalry players. The bleacherites pleaded for some shadow ball, but the necessary rehearsal had not been held.

Making his first appearance in a Shanghai uniform, Keeler, erstwhile flinger for the U. S. S. Brooklyn, essayed the task of setting back the Cavalry. Keeler was touched for 13 hits and at least five of the 13 should have been handled. He was accorded line spilled what few beans were left in the pot by insisting that Keeler stretch his triple into a four-base punch. He didn't.

**Glass 'There' As Usual**

Glass staged quite a hurling exhibition. He fanned two in each of the first three innings, one in the fourth, loosened up in the fifth, retired the side in order in the sixth, struck out one each in the seventh and eighth frames and killed all three via the missing route in the miserable support, his team cracked badly and the colored men hit the ball often. The Shanghai infield had 26 chances and bungled five.

Keeler should have got away better. He didn't get a break in luck and the wind converted three easy flies into safe hits. Then two others were allowed to drop in No Man's Land with players doing the Alphonse-Gaston act. The Shanghai rooters were not impressed and the visitors didn't have to play ball. It was a mighty uninteresting fracas both from a baseball and a spectator's standpoint. At times it was worse than uninteresting.

Johnson contributed a couple of underhanded throws that brought applause, Glass pitched a nice game, Keeler worked like a trojan to stem the tide, Johnson, Tangermann, Tinkham, Keeler and "Runt" Parker smote lusty triples and Holliday made two nice throws. That was about all the baseball the crowd witnessed yesterday.

The only time the locals really threatened was in the fifth and some enterprising coach on the third base stole but was caught between second and third, the entire Shanghai team participating in the play.

Cecil's single, Parker's sacrifice and a wild throw by Holliday put Cecil on third and Robinson on second with none down in the third. The squeeze play was called but Evans didn't hit and Cecil was caught off the sack.

Cecil explained to the stands that he got the signal and heard "Slow snoring."

Glass followed Evans' walk with a double, scoring Robinson, "Slowtime" was caught at the plate, Tangermann to Holliday to Bradley.

**Two Triples In Fourth**

With two down in the fourth, Tangermann hit for three bases, Williamson's fast fielding after jumping three fences in left preventing the Shanghai left fielder from getting a legitimate home run. Tinkham followed Tangermann with another triple. Tinkham died at third when Steward nipped Bradley.

Three more Cavalry scores came in the fourth. The two Shanghai three-base hits provoked triples by Johnson and Parker in this session. Johnson bagged his with one down, scoring on Steward's single. Williamson was hit by a pitched ball but was forced at second after Cecil rolled to Wilhoit, Steward sneaking to station number three on the out. Cecil darted for second, stopped, drew the throw and Steward slid into the plate and Cecil was safe at second. Parker's three-base hit scored Cecil. Mistah Pahkah lost his cap between second and third as usual.

Keeler's clout that went over Cecil's head in the fifth chased Wilhoit and Morriss home after they both had hit safely. The wallop was a lusty triple but Keeler was not not stopped at third and was caught at the dish. Glass then decided that Shanghai had enough.

In the sixth Maloney dropped Morriss' throw, giving Williamson a life. Bill lost no time stealing, going to third when Maloney got Cecil. Williamson then stole home after getting caught off.

Robinson popped one over the infield. Part of the Shanghai team called for Wilhoit to take the ball and others insisted that Crow should make the catch. The pill dropped between them and Robinson got two bases. He scored on Maloney's second error.

Maloney's error, Parker's single and Robinson's infield out-tallied Cecil in the eighth, the tenth Cavalry score.

Parker was the big hitter for the Philippine nine. He hit safely thrice in four trips to the plate, one of the clouts going for three bases.

Williamson was injured in the sixth after he stole home. The colored speedster collided with Maloney and the latter's elbow jabbed Bill in the chest. Maloney crashed to the ground on his back and turned a flip flop, so great was the force of the collision.

Today's game will start at four o'clock.

The box score:

| 9th Cavalry | AB | R | BH | PO | A | E |
|---|---|---|---|---|---|---|
| Williamson, lf | 4 | 1 | 0 | 0 | 0 | 0 |
| Cecil, cf | 5 | 3 | 1 | 1 | 1 | 0 |
| Parker, ss | 4 | 0 | 3 | 2 | 2 | 1 |
| Robinson, c | 5 | 2 | 1 | 13 | 1 | 0 |
| Evans, 1b | 4 | 0 | 1 | 10 | 0 | 1 |
| Glass, p | 3 | 1 | 2 | 0 | 3 | 0 |
| Copeland, rf | 4 | 1 | 2 | 0 | 1 | 0 |
| Johnson, 3b | 4 | 1 | 2 | 1 | 2 | 0 |
| Steward, 2b | 3 | 1 | 1 | 0 | 2 | 0 |
| Totals | 36 | 10 | 13 | 27 | 12 | 2 |

| Shanghai | AB | R | BH | PO | A | E |
|---|---|---|---|---|---|---|
| Maloney, 1b | 4 | 0 | 0 | 16 | 1 | 3 |
| Crow, rf | 4 | 0 | 0 | 0 | 0 | 1 |
| Holliday, ss | 4 | 0 | 0 | 1 | 5 | 2 |
| Tangermann, lf | 4 | 1 | 1 | 1 | 1 | 0 |
| Tinkham, cf | 4 | 0 | 1 | 0 | 0 | 0 |
| Bradley, c | 4 | 0 | 1 | 3 | 2 | 0 |
| Morris, 3b | 3 | 1 | 2 | 2 | 3 | 0 |
| Wilhoit, 2b | 4 | 1 | 1 | 1 | 4 | 0 |
| Keeler, p | 3 | 0 | 1 | 0 | 4 | 0 |
| Totals | 34 | 3 | 7 | 24 | 20 | 6 |

| | | | | | | | | | R | H | E |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9th Cavalry | 1 | 2 | 1 | 3 | 0 | 2 | 0 | 1 | x | 10 | 13 | 2 |
| Shanghai | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 7 | 0 |

Earned runs—9th Cavalry, 3; Shanghai, 3. Left on bases—9th Cavalry, 9; Shanghai, 4. First base on errors—9th Cavalry, 5; Shanghai, 1. Two base hits—Robinson. Three base hits—Parker, Johnson, Keeler, Tinkham, Tangermann. Stolen bases—Williamson, 2; Cecil, 2; Parker, Copeland, Johnson. Sacrifice hits—Parker, Glass, Steward. Struck out—by Glass, 13; by Keeler, 2. First base on balls—off Keeler, 1. Hit by pitcher Williamson, Cecil.

Time of game—two hours.

Umpires: Chapman and Winters.

### MEIJI AND CAVALRY TODAY

The crack 9th Cavalry baseball team will make its farewell appearance in Shanghai this afternoon with Meiji University as the opposing team. Meiji and Shanghai were originally billed for this afternoon but the possible departure of the Philippine team tomorrow occasioned the change in the schedule.

Today's game will start at four o'clock, 30 minutes ahead of the usual hour. Either Andow or Tomioka will oppose Slowtime Evans on the mound.

Jordon will attempt to break the world's records for throwing a baseball and a cricket ball and a 100 yard dash will be staged between Williamson and Cecil of the 9th Cavalry and Kaji, the Japanese center fielder.

### Crack Cavalry Pitcher

"Lefty" Glass
(Photo By Burr)

### Cap Butler—The Boss

(Photo By Burr)

Behold Cap Butler, "Grand Old Man" of baseball in the Army and soldier par excellence to boot.

"Grand Old Man" has no bearing on Cap's age, however, though he goes about telling folks that he is getting ancient. Pinned down, Cap admits that his span is only 39, but he has circulated several rumors here to the effect that he is nearing the half century.

"To be in keeping with mah looks," was the feeble and defective excuse he gave when chided.

Cap has been captain and leading factor of the 9th Cavalry ball team for 22 years. He caught every game the nine played in that time until 3 years ago when Mistah Johdon hove over the horizon. Then he decided to take things a little easier and has since run the team from the bench. He has participated in oodles of historic contests, and has smashed up many a bitterly fought game with his mighty club, for Cap was a whale with the stick during his career in the line-up. He has played baseball in Cuba, many parts of the States, the Philippines and China and has developed more 14 karat ball players than Connie Mack.

Just an anecdote illustrating Cap's prowess on the ball field. It was during the 1907 Carnival in Manila. Seven days Cap worked at the receiving end for the 9th in two games a day and on the next single, individual and separate day caught four games for the regular team and then traveled to camp Stotsenburg and caught a fifth for the officers.

"Jes a minute," interrupted Cap when reminded of this feat, "Ah didn't catch all that last game. Ah got fired out of it. Y'see in that game they had a case of beer stationed at third base. Anybody that got to third got a bottle. Ah was pretty successful that game. Ah got to third sev'rul times. Ah was kickin 'em that day."

Sergeant Butler's record as a soldier is as remarkable as his career as a pastimer. He has been in "L" Troop of the 9th for 22 years and has been twenty years a sergeant. He charged up San Juan hill under Captain Chaffee, later General Chaffee, in the Spanish-American war and has seen active service on the Mexican border and in the Islands. He has served under practically every General in the U.S. army. In his career he has never faced a court martial and never appeared on a sick list. He holds medals for expert pistol shooting and is a sharpshooter. He has two years to serve before retiring and he wants to go to France. So this is probably the last ball team Cap will pilot in the Far East.

### To-day's Cricket

**S. C. C. v. S. R. C.**

The Shanghai Cricket Club will play the Shanghai Recreation Club on the latter's ground at 2.45 p.m. today, teams as follows:

S. C. C.—E. I. M. Barrett (Capt.), R. S. Campbell, W. C. G. Clifford, S. J. Deeks, R. Grimshaw, C. Knight, A. H. Leslie, F. H. Pentycross, E. W. Stagg, C. E. M. Thomson and C. C. Whitehead.

Reserves: E. G. Barnes and J. M. Pearson.

S. R. C.—W. J. Haynes, W. E. Wilson, T. Main, A. V. White, C. H. Bhoorn, A. J. Willis, L. P. Quincey, G. Sale, W. T. Manley, V. Elliot and H. J. Cooper.

**"A" Co. v. Powhattan Club**

"A" Company, British, meets the Powhattan Club cricketers at 2.45 p.m. today on the Shanghai Cricket Club ground. The teams will be:

"A" Co.—W. E. Anderson, J. E. Cameron, D. Cooke, G. S. B. Cushine, G. F. Forshaw, W. C. Foster, T. R. Macdonald, F. Milner, E. A. Prince, C. D. Field and W. J. Monk (Capt.).

Powhattan.—E. G. Barnes, R. Bauld, J. J. Ellis, F. Blackwell, C. S. Peacock, J. M. Pearson, J. Robertson, C. B. Sethna, S. Vine, J. Tippin, H. Langley (Capt.).

### Shanghai Yacht Club

**5th Ordinary Race Tomorrow**

The Shanghai Yacht Club's fifth Ordinary Race, class "A," will be sailed tomorrow. Members will meet aboard the Foam at 10 a.m. to decide the handicap up river to Dongku Pier. The distance is 14 miles, finish being at Dongku Pier line. The first boat in will take times.


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# The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

THE CHINA PRESS Incorporated Delaware, Publishers

WEATHER

*Fresh to strong monsoon along the whole coast. Thunderstorms in the south. Typhoon, far, between the Carolines and the Bonin.*

IMPARTIAL AND PROGRESSIVE

SHANGHAI, AUGUST 3, 1918.


## Russian Revulsion

COMING soon on the heels of the assassination of Count von Mirbach, the late German Ambassador at Moscow, the latest double assassination which has just taken places in the city of Kieff, reported in our telegraphic columns today, is certain to give the German Government a painful but accurate impression that all is not well for its cause in Russia. An official message dated July 30, received via Berlin, states that when at 2 o'clock in the afternoon of the day in question Field Marshal von Eichhorn, the German Military Governor, one of the ablest German commanders, and his adjutant, Captain von Dressler, were returning from a casino, a man drove closely past them in a cab and threw a bomb. Both Field Marshal von Eichhorn and Captain von Dressler were seriously wounded and subsequently succumbed to their wounds. The assassin and the cab driver were arrested, and enquiry into the affair established the fact that the crime originated among the Social Revolutionaries in Moscow—the scene of Count von Mirbach's assassination a short while ago.

The political and moral effects of the Kieff assassination may be of no little gravity, although the precise effects cannot be foretold at the moment. The affairs at Moscow and Kieff pretty clearly reveal the Russian hatred of the Germans. The course of history has shown that where a people are weak and unable to redress their grievance against a powerful oppressor, as in the case of Russia today, they invariably resort to the device of political assassination in order to impress in the tyrants the state of public feeling and furthermore in order to instil courage in more timid souls inclined to remain passive in the face of oppression, alien or otherwise.

It is by no means outside the bounds of possibility that the Moscow and Kieff affairs may assume more serious dimensions, as the germ of assassination may easily spread in view of the present state of Russian feeling. Germany is almost certain to initiate severe repressible measures, in which case Russian feeling will be aggravated still further, leading to its logical conclusion—the lighting of a torch that will set ablaze a conflagration bigger than the Revolution which witnessed the disappearance of the Romanoff Dynasty—a counter-revolution against the Bolsheviki and their German masters.

We can well perceive the true object of these assassinations, which are undoubtedly designed to arouse patriotic Russians from their moral and national torpor and spur them to new efforts to drive the German usurper from their land. The time seems to be coming when the people of Russia as a whole will realise the mistake of having withdrawn from the war. German methods are having the inevitable tendency of throwing Russia back into the arms of the Allies. Intelligent and patriotic Russians to whom the welfare of their country is not a matter of indifference cannot fail to be reassured by the statement which has just been communicated to Reuter's Agency by the Allied Powers to the effect that the object of the action taken by the Allies in Russia is first and last to assist the Czecho-Slovak armies, to prevent any danger to them from Germany and also to prevent at any cost the Germanisation of any portion of Russia. The Allies have just given a solemn pledge that they have not the slightest intention of doing anything tending to their territorial aggrandisement Their main purpose is the maintenance of Russian sovereignty. Not a single Allied soldier will remain in Russia when these objects have been attained.

In view of the fact that Germany has failed to demonstrate fidelity to plighted word following the Brest-Litovsk peace treaty, there is nothing to bind Russia to peace with Germany, and the logic of events may yet bring about an understanding between Russia and the Allies calculated to remove permanently German menace. The German Government cannot fail to view with the gravest misgiving the assassination first of its ambassador at Moscow and now of General Field Marshal von Eichhorn and Captain von Dressler. Who's next on the list?

## Correspondence

### British And American Courtesy To Japanese

Editor, THE CHINA PRESS

Sir.—I read with much satisfaction your editorial in this morning's issue and heartily approve it as well as the letter by "America."

It seems to me that the Japanese by their concerted "demands" on the municipality have forfeited their right to any consideration. The Japanese had no part in the forming of the International Settlement of Shanghai. Quite recently, as an act of courtesy to them, they were given a representation on the Municipal Council, a Japanese member being elected by British and American votes. That courtesy was extended with the tacit understanding that the Japanese were willing to accept the conditions which make community life in Shanghai possible. We understood that the Japanese were willing to forget their narrow national aspirations and accept Shanghai life as it is.

Now it has been proved that we are mistaken. The Japanese representative on the Municipal Council is President of the Japanese Residents' Corporation, an organisation which has made the demands on the council. Is he working for the good of Shanghai as a whole or only for his fellow nationals?

Enclosing my card, I am, Sincerely yours,

SHANGHAI-ITE.

Shanghai, August 2, 1918.

### Agrees With 'America'

Editor, THE CHINA PRESS

Dear Sir.—Please allow me space in your valuable paper to express my opinion over the "Japanese demands." I fully agree with "America" and your editorial on the subject.

The Japanese Residents' Corporation certainly need good, plain, straight talk, without any sugar-coating. It was a piece of downright cheek "for the Japanese to present such demands." As to the increase of Japanese police I hope the day will never come for us to be compelled to tolerate more of them. There should never have been any Japanese police. Our staff of Foreign, Sikh and Chinese police were doing their duty faithfully, and gave the International Settlement full protection before there was ever any Japanese policeman added.

It is about time a protest is made to the Japanese authorities over the high-handed action of their nationals in the Settlement. What about the row on July 31? Who was in the wrong? Surely not the poor Chinese women who were badly burned by sulphuric acid, after being insulted by the Japanese.

What compensation for them or punishment for him? It appears that the Japanese law allows a case to be tried and finished in secret without the knowledge of the prosecuting party. I hope there will be more of my nationals, and also others to uphold the protest against the "Japanese demands," and to voice the withdrawal of the Japanese police. Thanking you. Yours truly,

"ANOTHER AMERICAN."

### The Japanese To Blame

Editor, THE CHINA PRESS

Dear Sir.—Your correspondent "America" has not only voiced the sentiments of the American community, but of all the foreign communities here barring, of course, the Japanese. It will not be amiss at the present moment to charge the air with some strong feeling of resentment over the demands laid down by the Japanese Residents' Corporation upon the Council, and I frankly say that we are not at all disposed to see here in Shanghai the slightest shade of Nipponism which by a strange coincidence strongly resembles Prussianism. Whatever wrongs the Japanese community have suffered lately were brought to them by themselves and this nobody can deny not even the Japanese. Yours faithfully,

PORTUGAL.

Shanghai, Aug. 2, 1918.

### Japanese Abroad And Foreigners In Japan

Editor, THE CHINA PRESS

Sir.—I have read with interest your leading article "Preposterous Demands" and must say I agree with you in all ways. From what I have learned of the Japanese from my own experience the Japanese like to swallow the whole cheese wherever they are, and more, they wish to have a lot to say in other cities than their own. What privilege has a foreigner in Japan? None. If he be a tourist he is somewhat more respected because the Japanese are keen to get his money. A resident, however, is "a scrap of paper."

According to my own idea the plan which led to the importation of Japanese police was hatched as far as two years ago with the view of getting at China in some shape or form.

Personally speaking I have seen with my own eyes when in Japan a ricksha coolie scrape his own hand on stone steps until it bled and then call in a Japanese policeman to a foreigners' compound and say that the person had slammed his hand in the door when refusing to give him more money. A Japanese in China knocks the ricksha coolies about as if they were mere dogs and if cautioned acts as if he had been treated unjustly.

The Council will do a wise thing if they will do away with the Japanese policemen altogether. What good do they do? I am, Sir, Yours respectfully,

EXPERIENCE.

## Urges Regular U.S. Navy Total Of 131,485 Men

*(Note: It should be borne in mind in reading the following that the recommendations refer only to the permanent United States Navy. The strength of the navy for war purposes is now over 500,000 officers and men.)*

Washington, June 15.—In advocating immediate increase of the permanent enlisted strength of the navy to 131,485 men, so as to assure a larger fleet in peace times, Admiral W. S. Benson, Chief of Naval Operations, and Rear Admiral L. C. Palmer, Chief of the Bureau of Navigation, in letters sent by Secretary Daniels to Representative Padgett, Chairman of the House Naval Affairs Committee, revealed surprising weakness in the naval establishment, resulting from an insufficient number of high officers. These letters were made public today.

The situation was brought to the fore by a dispute in the Naval Affairs Committees over features of the Naval bill, and especially by the apparent deadlock over increasing the permanent enlisted strength. The conditions are so frankly set forth as to worry members of the committee who had thought the naval establishment was extremely well officered.

While the deficiencies are not of such a character as to make for inefficiency in this period of comparatively quiescent naval warfare, Admirals Benson and Palmer contended that the navy would be greatly handicapped unless more officers are obtained speedily for expansion now in progress.

Lack of high officers and inability to obtain them under the law, except through increasing the permanent enlisted strength, are held to be responsible for the condition where many squadrons are without proper command, and which will grow steadily worse as additional destroyers and other craft are put into service.

**Shows Grave Situation**

National disaster might follow unless a better organisation is perfected, said Admiral Palmer.

The struggle between the Senate and House Naval Commitees has turned upon the issue whether the permanent enlisted strength should be increased now or at the termination of the war. The House Committee provided for its increase temporarily in various ways to 228,000 men. The Senate desired that the permanent enlisted strength should be increased now so as to assure the training of high officers at once and the proper manning of additional vessels as they go into commission.

Another issue involved is the fixing of a policy now which would commit the nation to an enlarged navy for peace times and in the years immediately following the war. If the House agrees to the recommendations of Secretary Daniels and Admirals Benson and Palmer the enlisted personnel will be increased and the country committed to an enlarged navy, which is recommended by Admiral Benson as a means of enforcing peace and the "principles for which we entered into the war."

In view of the letters from Secretary Daniels, Admiral Benson, and Admiral Palmer, it is believed that the House will recede from its opposition and agree to the report of the Conference Committee of the two houses.

Admiral Palmer bluntly tells the American people that unless its personnel is increased the navy might not be prepared to meet war emergencies. The lack of officers in the navy is crippling the fleet's usefulness and placing it in a position where the new ships will not be properly manned unless there is an increase in the enlisted personnel permitting a 4 percent increase in the number of officers.

In discussing the inability to expand owing to the limit of enlisted strength being 87,000 men at present, Admiral Palmer said:

"On April 1, 1918, it required 83,475 men for the permanent navy. Every one of these men had to be actually assigned to duty, leaving a reserve of only 3,525 men for the whole permanent establishment as it stood on that date. This in itself is a very bad condition, but the situation is daily growing worse by the constant addition of vessels to the permanent establishment."

Conditions pointed out by Admiral Palmer are these:

There is only one commander of the cruiser and transport force, and if the nation was required to meet an enemy attack at sea, and the cruiser and scout force had to operate separately, there would be no commander for one of the forces. Three additional Rear Admirals are necessary to remedy this defect.

The destroyer and submarine forces are not properly organised if it should become necessary to divert them to fighting enemy surface craft instead of fighting enemy submarines.

"It will be utterly impossible to utilise these forces, probably the largest of their kind in the world, to good purpose, unless proper heads with their proper rank are supplied," said Admiral Palmer.

Increasing the enlisted strength of the navy to 131,485 men will give 5,500 officers instead of 3,700. The increase, based upon 4 percent of the enlisted strength, would give these additional officers: Eighteen Admirals, 71 Captains, 125 Commanders, 249 Lieutenant Commanders, 578 Lieutenants, 738 Junior Lieutenants and Ensigns.

**Secretary Daniels's Letter**

The documents are as follows:

Department of the Navy,
Washington, June 12, 1918.

My Dear Mr. Chairman:

In response to your request for my views upon the Senate amendment to the naval bill to increase the enlisted strength of the navy to 131,485 men, I desire to state that this number is based upon the actual fighting ships in commission and those which will be ready for commissioning July 1, 1919, which will be supplemented by the large program authorised by Congress, and this makes certain the fact that not less than this number of men will be needed in the navy of the future, and therefore I approve of the recommendation made by Admiral Benson, Chief of the Naval Operations, and Admiral Palmer, Chief of the Bureau of Navigation. I append hereto memoranda showing the reasons which induced these officers to urge this permanent increase in the bill. Sincerely yours,

Josephus Daniels.

Hon. Lemuel P. Padgett,
Chairman Committee on Naval Affairs,
House of Representatives.

**Admiral Benson's Report**

Following is the report of Admiral Benson:

Navy Department,
Office of Naval Operations,
Washington, June 13, 1918.

1. In compliance with your oral instructions, the following statement is submitted:

By carefully figuring the number of men required for naval craft now in service and of those which the Department expects to have ready for service on July 1, 1919, the Navy Department has informed Congress that it will require, by that time, 131,485 men. The ships upon which this estimate is based are not the yachts, the subchasers, the supply ships, etc. They are the fighting ships well along in their building. In my opinion the estimate of personnel required is conservative and expresses an absolute minimum below which we cannot afford to go.

2. Reserve officers and reserve enlisted men have their places in the work to be done; but the ships on which these figures are based must be manned by the regular establishment.

3. Regarding the question of officers: Through all the years of our navy's history, up to the year 1916, the navy was run in a haphazard way, so far as the relation between the number of enlisted men to the number of officers is concerned. In 1916 Congress went very carefully into the question of the proper percentage of officers to enlisted men, and the proper percentage of officers in each of the several commissioned grades. After thorough discussion a definite policy on these matters, based on enlisted strength, was adopted. The proportion was clearly established by definite percentages," and the whole placed on a sound business basis. I consider such a step a most wise one, and one, which would assure the efficient development of the navy. Our short experience with the provisions of this bill indicated that the percentages were wise, but none too liberal. To change this policy must in vitably result in confusion and inefficiency. That was in time of peace. Now that war is on, and now that we have a navy greatly increased in its total strength in an effort to meet the demands of war, it is proposed to change the wise policy of the bill of August 29, 1916, and to further limit the number of officers in higher grades by still further restrictions. I wish it were in my power to show each member of the Senate and House committees the enormous handicap under which they are forcing me to work in attempting to operate, under the direction of the Secretary, the forces of the navy without sufficient flag officers and without sufficient officers of command rank.

**Always A Handicap**

4. The navy has always suffered from this handicap. Flag officers, like all others, ought to be trained in the duties of flag command and have an opportunity to exhibit to the department their degree of fitness or unfitness for the duties which such rank carries wit it. We have never been able to do this, and the department is always so hard put to it for flag officers that not infrequently an officer lacking in ability, lacking in many of the essentials for higher command, must be retained because there is no one else of suitable rank who can take his place. It does not follow that a good executive officer or gunnery officer will necessarily make a good commanding officer, or that a good commanding officer, will make a good flag officer. If the best interests of the country are properly safeguarded, it is imperative that we have enough officers in the higher grades of the navy to permit us to train them and to select them for special duties in accordance with their professional ability.

5. The argument that the war may end soon is no argument to the contrary. Regardless of when the war ends, the world is going to be in a perturbed state for years to come. There are many questions which will arise out of this war in which we are of necessity vitally interested. In order to be in a position to assert our rights as a people and to insist upon the adoption at the peace conference of the principles for which we entered into the war, a navy comparable with our importance is the first essential. Ships alone cannot make a navy. We must have the ships, and Congress has recognised this and appropriated accordingly. It is equally essential that we have the men to man these ships, and the officers of all grades sufficient to insure the efficiency of the whole. We have not the required number of men at the present time, nor have we the officers.

6. I urge upon you the importance of increasing the enlisted strength of the regular navy to 131,485, and the necessity for permitting the provisions of the Act of August 29, 1916, to apply without alteration, so far as they relate to the proportion of officers to enlisted personel, and the proportionate number of officers in each of the several commissioned grades. I earnestly request that you urge these measures upon Congress.

W. S. Benson.

**Admiral Palmer's Statement**

In his report, dated June 12, Admiral Palmer, Chief of the Bureau of Navigation, referring to a previous letter to Secretary Daniels, said:

1. In reference (A) I pointed out to you the necessity of providing immediately sufficient officers of the upper grades of the navy to properly organise and operate the navy in the war. The letter dealt only with officers as the situation in regard to enlisted men had previously been considered. As the number of officers in the upper grades is determined by the number of enlisted men of the permanent both will be partially covered for the immediate present by the enactment of the legislation as recommended by you and passed by the Senate increasing the permanent authorised strength of the navy to 131,485 men. This letter is to point out to you the necessity for having that number of men.

2. The permanent authorised enlisted strength of the navy today is 87,000 men, which number is not enough to operate the permanent part of the navy as it existed on April 1, 1918. On that date, not allowing for any casualties, sickness, leave, etc., it required 83,475 men for the permanent navy. Every one of these men had to be actually assigned to duty, leaving a reserve of only 3,525 men for the whole permanent establishment as it stood on that date. This in itself is a very bad condition, but the situation is daily growing worse by the constant additions to the permanent establishment.

3. In presenting this matter to you, I am in no way considering the temporary part of the navy. Our magnificent and enormous transport force now so successfully carrying troops to Europe, the vast overseas cargo transportation force carrying the supplies for our fighting forces abroad, the submarine chaser fleet operating over there, the patrol fleets on our own coast, and the other temporary forces of our vast naval establishment, are not herein considered, as they are not permanent. Those forces, though vital in the conduct of the war, are temporary in their nature, and their enlisted personnel need not be permanent. But we have the fighting vessels of the navy that must be constantly maintained and for which we must have permanent provision.

**How Men Are Distributed**

4. On April 1, 83,475 men were required for the permanent navy, as follows:

| | |
|---|---|
| 1. On battleships | 33,483 |
| 2. On cruisers and monitors | 18,500 |
| 3. On gun boats | 3,228 |
| 4. On destroyers and torpedo boats | 8,324 |
| 5. On supply vessels | 5,304 |
| 6. On naval transports and hospital ships | 2,506 |
| 7. On navy tugs | 1,000 |
| 8. At yards, stations, hospitals, radio stations | 6,000 |
| 9. Submarines and tenders | 5,037 |

5. Had the permanent establishment remained, fixed from April 1 our 83,475 men would have been too few to handle the situation, but it did not remain fixed. New fighting craft are coming along almost daily and no provision has been made for them. Men should be provided for ships when the ships are authorised in order that they may be enlisted, trained, and in the permanent establishment when the ships are ready, but not only were they not provided, but worse, no provision has as yet been made for them, although the ships are being delivered. Furthermore, work is being speeded up on those fighting ships not yet delivered, and even more rapid deliveries must be expected. In addition to the men required on April 1 there are required for new construction to be ready during the coming fiscal year the following:

| | |
|---|---|
| 1—For battleships | 4,400 |
| 2—For destroyers | 25,992 |
| 3—Patrol vessels | 5,400 |
| 4—Seagoing tugs | 3,705 |
| 5—Submarines | 1,026 |
| 6—Fuel ships (fleet) | 1,070 |
| 7—Gun boats, ammunition ships, etc. | 553 |
| Total | 42,146 |

**Needs Are Immediate**

6. It will be seen from the above that a very considerable increase in the permanent authorised strength is not only essential but must be provided for immediately. If all our men are able to perform duty continuously without wounds, sickness, leave of absence, etc., we could operate the ships that will be ready this coming year with 125,621 men. However, that is utterly impossible and, therefore, it is necessary that a reserve for casualties be provided. For this we must have not less than 5,864 men, which makes the grand otal to be immediately provided 131,485 men.

7. Above I have given you the actual number of men required to man our permanent establishment as it will be within the coming year. It makes no allowance for additional men for training to replace those who go out by reason of expiration of enlistment for which we should have some 17,000 additional men. Neither does it provide a permanent force for aviation, for which 4,000 more men should be allowed. It will thus be seen even when we get the 131,485 men asked for and included in the Senate amendment, we will still not have sufficient to maintain the full organisation of our actual fighting forces this year, and much less will it answer for the future, when we have to man the vessels now building and not included in the above, which require 13,000 men, and the vessels authorised but not started, which require 8,000 more men.

8. While the 131,485 men provided for in the Senate amendment

(Continued on Page 7)

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## Bringing Up Father — By George McManus

I RENTED THIS EXCLUSIVE APARTMENT SO YOU COULDN'T BRING ANY OF YOUR LOW-BROW FRIENDS IN LIKE DINTY MOORE-
OH; IT'S HAPPY LIFE-
GRACIOUS- WHAT IS THAT RACKET?
THEY ARE EITHER SINGIN' OR FIGHTIN'!
CALL UP THE SUPERINTENDENT AND FIND OUT WHO LIVES UP THERE?
HELLO - IS THIS YOU - SUP? WHO LIVES OVER US?
MAGGIE - THAT APARTMENT BELONGS TO DINTY MOORE!
GEO MCMANUS
5-22

# Urges Regular U.S. Navy Total Of 131,485 Men

(Continued From Page 6)

only partially meets the situation of today, and will in no sense meet the situation a year from today, it is imperative that that number of men be authorised now and that every possible step be taken to provide for that increase.

L. C. Palmer.

**Sought Force Of 225,000 Men**

The situation was fully set forth in a letter by Admiral Palmer, dated June 7, in which he said:

1. In the above reference you requested the Senate Naval Committee to provide for an increase of the permanent authorised strength of the navy to 131,485 men. You will recall that recently Admiral Penson, myself and other officers of the Bureau of Navigation, and the Judge Advocate General conferred with you on the immediate necessity of obtaining an increase of officers in the upper grades of the navy in order to complete the organisation of the navy for war. At that time and subsequently figures were given to you to show that officers in the upper grades, in accordance with the 4 percent law, were required for an enlisted strength of 225,000 men if we are to carry on a successful war. You stated at that time that there was necessity for an increase, and decided then to take the matter up with the Senate Naval Committee. Hearings were held by the committee, and after much discussion you agreed with the committee and stated that the desperate situation should in a measure be met by increasing the permanent authorised strength to about 150,000 men, and directed this bureau to prepare a letter for your signature asking for that number. The letter was presented to you for signature, but you decided not to ask for men for aviation, (4,000,) for trade schools, (7,000,) and apprentice seamen, (10,000,) and had the letter changed to ask for 131,485 men.

2. In accordance with your request, the Senate amended the bill to provide for the increase. It is very much less than our requirements to organise the navy for war and does not begin to meet the situation, but if passed it will help materially to improve a very serious condition on which the nation's success in this war depends. It appears, however, that the amendment is meeting opposition from the House conferees on the bill and vigorous action by the department is necessary to put the amendment through. Up to the present time neither the Chief of Naval Operations nor I have been called before the House conferees to explain the necessity for passage of this amendment, and since those conferees cannot know the situation unless it is explained to them. I recommend that you bring the following to their attention:

All the flag officers now on the active list of the navy physically able to perform duty are assigned to important war stations, but although all are assigned, the navy is not ready today to meet the war contingencies that may arise. Not having sufficient officers of flag rank to organise on a proper war basis the navy has been forced to organise to meet the situation only as it exists today. If the situation changes the organisation will have to change to meet it. As it is impossible to change an organisation in a short time, it is evident that we must be constantly organised to meet every contingency, and unless this is done we will face probable defeat if the enemy changes his plans of operation.

By early Spring a new type of vessel known as the "eagle boat" or "Ford boat" will be operating. These vessels are larger than our old destroyers and will play an important part in our war operations. Their fleet organisation has not yet been announced, but certainly one and probably two Rear Admirals will be required for them if they are to be operated successfully.

We have two divisions of armored cruisers without any flag officer at all even now. These must be supplied if these cruisers are to be ready to operate against the enemy as a scouting force. Also we have a division of new superdreadnoughts to add to the fleet within a year for which we have no commander.

It is customary for the Admiral and Vice Admirals in command of fleets or large subdivisions thereof to have a Rear Admiral for Chief of Staff. It is the duty of the Chief of Staff to work out the plans and promulgate the operation orders of the fleet or force commander. He should be a Rear Admiral in order that he may have the rank that goes with his high authority. This is a recognised necessity in every navy, but has not been carried out in ours, because we have not the Rear Admirals. There should be at least two Rear Admirals available for this duty, one for Admiral Mayo and one for Admiral Sims, both of whom work under a handicap because their Chiefs of Staff are only Captains.

Our organisation of the country in the naval districts is an excellent and farsighted plan, and, should we be forced into a defensive war, tremendous responsibilities will rest on these commandants. The presence of merely one or two submarines on our coast at the present time emphasises the necessity of this organisation. Fortunately, we have Rear Admirals in command of some of the districts, but there are others for which we have no Rear Admirals. In the Ninth District a Captain has this duty in addition to his duty in command of the Great Lakes Training Station, the largest naval training station in the world.

His regular duties at the training station are tremendous, and quite all that any one man can perform, yet his additional duties are larger and of more vital importance, covering, as they do, the vast waterfront of the Great Lakes. The two duties cannot be performed properly by one man, the district requiring him to have headquarters in Chicago, the training station requiring him to be some forty miles away from there.

**Need 27 More Admirals Now**

I have above endeavored to show you the vital necessity for the additional officers of flag rank. Merely to man our fleet properly and to make our war organisation efficient we must have immediately twenty-seven additional Rear Admirals, and by July 1, 1919, six more, making in all thirty-three Rear Admirals required by that date in addition to those we have now. I deem this number essential, but even if the Senate amendment, increasing the permanent strength to 131,485, is passed, we will get only eighteen Rear Admirals by that date. If passed, it would not make the navy what it should be to properly wage this war, but if that is all Congress in its wisdom will allow us, the navy will struggle to the utmost to do with its too small personnel all that the country expects of it. Even with that number we cannot do our work well, but with less we probably can't succeed at all.

I cannot express too strongly to you my firm conviction that to give the navy any fewer additional officers of the higher grades than will come with the permanent increase of enlisted men to 131,485 will result in such a weakness in the navy as to invite a national catastrophe. Even though, through the strength of our Allies, no national catastrophe does come, it is not a wise policy to spend a billion and a half a year for a navy and then not use it well because it costs a million more to pay the men to run it properly.

Perhaps if the national safety is not a sufficient apepal to those who oppose the amendment, the appeal of wasted money may have more effect. In any event the department must leave no stone unturned to get this amendment made into a law.

L. C. Palmer.

## LI HUNG-CHANG TREE DYING

**Foresters Trying To Save Memorial Planted At Grant's Tomb**

One of the Chinese trees that Li Hung-chang, the Chinese statesman and diplomat, brought all the way from China to plant under the shadow of the tomb of General Grant as a tribute to the American soldier whose character and achievements the Chinese admired greatly is dying slowly, although it has grown to rugged size in its twenty-two years' life in a strange climate, says The New York Times. Foresters of the Park Department are trying to renew the life of the tree because of the sentiment attached to it.

When Li Hung-chang visited the tomb of General Grant on his tour of the world in 1896 he expressed a desire to plant two immortal trees north of the mausoleum. Small shoots had been brought from China. After the ceremonies a tablet in English and Chinese was placed near the trees and an iron fence was erected around the small shoots to prevent injury to them. The Ginjko tree flourished and is now about twenty feet high, and attracts much attention by its luxurious and peculiar-shaped leaves. The other tree, known as a Chinese bladder nut, or the Koelreuteria Paniculator, also flourished until this season.

When the leaves failed to come out on the tree this Spring J. S. Kaplan, the city forester found that some of the roots had been killed by the severe Winter. Immediately he began to dig a trench around the outer roots to attempt to restore life with a special fertiliser. But he fears that the work will be useless.

### Couldn't Well Do It

A solicitious visitor to a soldier in a cantonment: "Do you kneel down beside your bed and seek guidance in your new life?" "I do not." "And may I ask why not?" "You may; I occupy the top bung."—*The Summary.*

### Will Do His Bit

Mr. Hoover says pretty plainly that there has been profiteering in seeds and we're going to try feeding the canary bird on breakfast flakes for the rest of the war.—*Grand Rapids Press.*

### Mere Figure Of Speech

"Sir, I came to ask you to give me your daughter's hand."

"All right, young man; if you're looking for it, you can generally find it in my pocket."—*Baltimore American.*

### Welcoming An Arkansan Back Home

*Kee Correspondence England Democrat*

Henry Lloyd Grumpton, upon discovering that his promised position at Bedneville was in reality a job, quit and returned to adorn the streets of Kee. A!

### Hitting The Press Hard Up State

*From the Seneca County Courier*

Owing to the increased cost of travelling, we must apologise for the few notes in our personal columns.


**MOSTELLE**

MOSTELLE is the pure juice of sun-ripened Spanish Grapes. Mostelle contains no alcohol and no additions and preservatives of any kind whatever.

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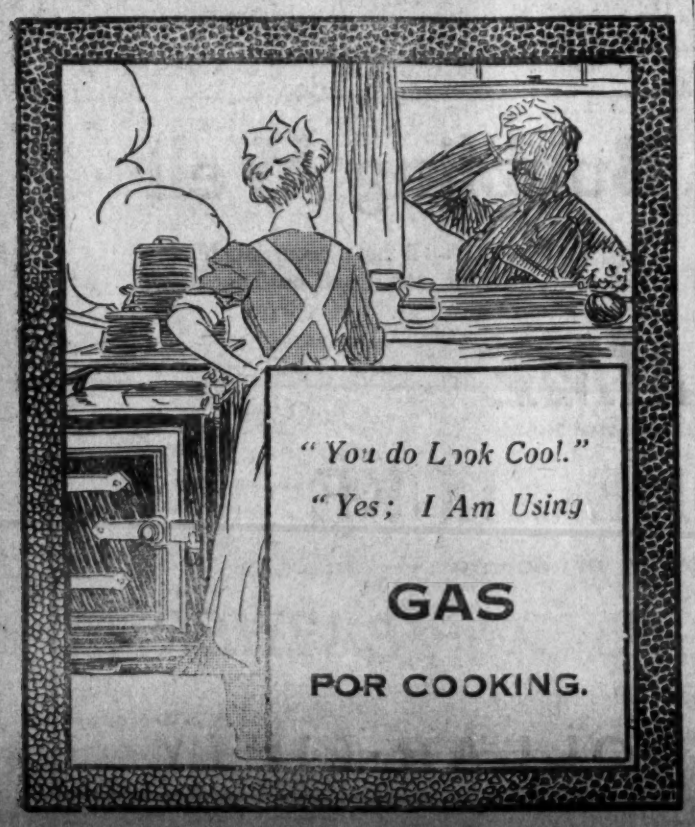




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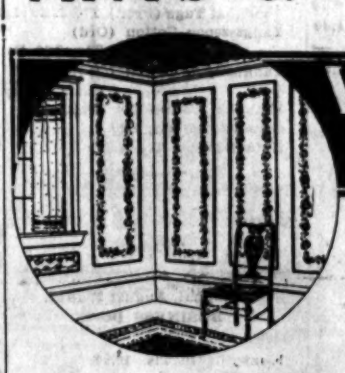

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# FINANCIAL AND COMMERCIAL NEWS

## Exchange and Bullion

Shanghai, August 2, 1918.

**Money and Bullion**

Sovereigns: buying rate.
@4/9½=Tls. 4.19
Cash. 72.5=Mex. $5.78
Gold Dollars: Bank buying rate,
@ 113½=Tls. 87.91
@ 72.5=Mex. $121.25
Mex. Dollars: Market Rate: 72.225
Shai Gold Bars: 978 touch Tls. 280
Copepr Cash ..... per tael 1828
Native Interest ..... .05

**Rates: London Quotations**

Bar Silver ..... 48½d.
Bank Rate of Discount ..... 5%
Market Rate of Discount:—
3 m-s. ..... 5%
4 m-s. ..... 5%
6 m-s. ..... 5%
Exchange on Shanghai, 60 d-s.
Fr. Paris on London ...Fr. 27.35
Ex. N. Y. on London ...T.T. $4.76½
Consols ..... £ —

**Exchange Opening Quotations**

London ..... T.T. 4/9½
London ..... Demand 4/9½
India ..... T.T. 315
Paris ..... T.T. 651½
Paris ..... Demand 654½
New York ..... T.T. 113½
New York ..... Demand 113¾
Hongkong ..... T.T. 79
Japan ..... T.T. 48½
Batavia ..... T.T. 217

**Banks Buying Rates**

London ..... 4 m/s. Cdts. 4/11¼d.
London ..... 4 m/s. Docy. 4/11¼d.
London ..... 6 m/s. Cdts. 4/11¼d.
London ..... 6/ms. Docy. 5/5d.
Paris ..... 4 m/s. 67½
New York ..... 4 m/s. 117½

**CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST.**

| | | | |
|---|---|---|---|
| Mk. Tls. 3.75 @ 4/9½ | | | £1 |
| " 1 @ 645½ | | France | 7.39 |
| " 0.79 @ 113½ | | Gold | £1 |
| " 1 @ 48½ | | Yen | 2.33 |
| " 1 @ 15 | | Rupees | 4.09 |
| " 1 @ — | | Roubles | — |
| " 1 @ 1.20 | | Mex. | $1.50 |


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## Rubber Prices

Messrs. Meyer & Measor, Singapore report that their Auctions this week showed prices of cents 50½ to cents 45 for Pale Crepe and cents 50½ to cents 46 for Smoked Sheet, the tendency of the market being easy.

Messrs. Hugo Reiss & Co. have received the following telegram from Messrs. Barker & Co., Ld., London, dated, 31st ultimo:

Spot price standard quality Ribbed Smoked Sheet 2s.

Spot price standard quality First Crepe 2/1.

Ex-warehouse (Singapore) 1/2 demand is small.

Messrs. R. N. Trueman & Co. have received the following telegraphic report from their Singapore Agents in connection with the last weekly rubber auctions held July 31:

No. 1 Smoked Sheet—$0.50 per pound equipment to 1s. 2½d. ex warehouse Singapore.

No. 1 Crepe $0.50½ per pound equipalent to 1s. 2½d. ex-warehouse, Singapore.

Market weakening tendency, offered 1,000 tons, sold 627 tons.

## Stock Exchange Transactions

Shanghai, August 2, 1918.

**TODAY'S QUOTATIONS**

**Official**
Oriental Cotton Tls. 58.00.
Laou Kung Mow Cotton Tls. 120.00.
Anglo Javas Tls. 7.35.
Java Consolidated Tls. 13.50.
Karans Tls. 10.50
Zlangbee Tls. 4.25

**Unofficial**
H'kong & S'hai Banks $585.00.
Shanghai Tugs (Pref.) Tls. 38.50 E.D.
Yangtzepoo Cotton (Ord) Tls. 9.60 Dec.
Yangtzepoo Cotton (Ord) Tls. 9.30 Sept.
Shanghai Cotton Tls. 154.00 Sept.
Consolidated Tls. 2.20.
Kota Bahroes Tls. 4.60.

## Sharebrokers' Association Transactions

Shanghai, August 2, 1918.

**BUSINESS DONE**

**Official**
Kungyiks @ Tls. 18.80.

**Unofficial**
New Engineering @ Tls. 22.50.

## INDIAN COUNCIL BILLS

*Reuter's Service*

London, July 30.—Tenders for Indian Council Bills and Deferred Transfers were:
Tenders for Transfers:
Highest price 1s. 6d.
Tenders at 1s. 6d.
Receive 28%.
Deferred Transfers:
Highest price 1s. 5-29/32d.
Tenders at 1s. 5-29/32.
Receive 28%.
Total amount sold during the week, Rs. 6,000,000.
Amount to be allotted next week, Rs. 6,000,000.

## LONDON COTTON MARKET

*Reuter's Service*

London, July 29.—Today's cotton prices were:
Good Middling Americans: 20.96d.
July: 20.89d.
October: 19.00d.

## BAR SILVER

*Reuter's Service*

London, July 29.—Today's silver prices were:
Bar Silver Spot: 48½d. Quiet.
Previous quotation, London, July 27:
Bar Silver Spot: 48½d. Quiet.

## LONDON RUBBER MARKET

*Reuter's Service*

London, July 30.—Today's rubber prices were:
Plantation First Latex Crepe:
Spot: 2s. 1d. Paid.
October to December: 2s. 2d. Paid.
Tendency of Market: Weak.
Previous quotation, London, July 29:
Spot: 2s. 1¾d. Paid.
October to December: 2s. 2¾d. Paid.
Tendency of Market: Dull.
London, July 27:
Spot: 2s. 1¾d. Value.
October to December: 2s. 3d. Sellers.
Tendency of Market: Quiet.

## LANGKAT OUTPUT

The following telegraphic information has been received the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for the week ended July 29 was 270 tons, and for the month of July, 1,617 tons net."


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## U. K. METAL MARKET

*Reuter's Service*

London, July 30.—Today's metal prices were:

| | £ | s. | d. |
|---|---|---|---|
| Standard Copper G. M. B. f.o.b. (Nominal) | 122 | 5 | 0 |
| American Electrolytic 99 90% Copper f.o.b. | 137 | 0 | 0 |
| Lead L. B. c.i.f. per ton... | Nominal | | |
| Soft Lead "Spanish" f.o.b. nett | 29 | 0 | 0 |
| Quicksilver, Second hand exwarehouse f.o.b. (1s. extra in flask) | Nominal | | |
| Munts Metal, f.o.b. London or Liverpool (less ¼%). | Nominal | | |
| Standard Tin (cash) | 388 | 10 | 0 |
| Spelter (ordy soft) f.o.b... | 52 | 0 | 0 |
| Galvanized Sheets 24 Gauge f.o.b | 26 | 5 | 0 |
| Standard Tin (3 months)... | 388 | 10 | 0 |

## COMMERCIAL CABLES

*Reuter's Service*

Today's rates, prices and deliveries were:
Consols 2½% for a/c £56½d.
Cheques on London at Paris F.27.16½.
T. T. on London at New York G.$4.76½.
Bar Silver (spot) 48½d.
Bank of England Rate of Discount 5%.
Market Rate of Discount 3½.
Cotton; Egyptian Fully Good Fair Sakellaridies 29.98d.
Cotton; M. G. Fine Scinde and Bengal 15.58d.
Cotton; Good Midding Americans 20.83d.
Plantation Rubber August 2s. 1d. Paid.
Deliveries China Silk 151 Bales.
Deliveries Canton Silk 73 Bales.
Deliveries Japan Silk 572 Bales.


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A-19


## Passengers Departed

Per N.S. s.s. Hsin Ningshao for Pootoo:—Mr. and Mrs. L. H. Turner, Mr. and Mrs. J. W. Ganda, Mr. and Mrs. F. J. Barretto and Messrs. P. M. Xavier, C. C. Remedios, F. M. Guedes, A. F. Diniz jr., J. Remedios, A. C. Remedios, J. S. Chisholm, C. Ollerdessen, E. Cooke, J. Ibsen Sorensen, A. B. Sorensen, M. L. Justesen, A. J. Carson, D. Toeg, E. S. Abraham, Smith Yates, T. M. Yates, H. N. Weinberg, A. Brandtmar, V. Harth-Olsen, R. Robarts, A. A. Gall, Dublet, Geo. Cox, J. F. Pereira, A. J. Whitmore, M. F. Baker, F. W. Golding, A.

Per N.Y.K. s.s. Takeshima Maru for Japan:—Mr. and Mrs. Lee, Mr. and Mrs. A. Hilaire and 3 children, Misses B. Phillips, E. Firbank, Couche and Fantler, Mr. and Mrs. E. F. Hood and infant, Mrs. M. Fujita, Mr. and Mrs. B. McGrory, Messrs. N. Miyamoto, F.H.V. Leer, J. Jacob, B. Levin, G. Levin, Lubovnick, J. Satake, Malaga, J. Midzuno, Hultman, K. Fujimura, Y. Maeda, H. Hagino, J. Kano, I. Morita, Nakanishi and J. Murashita.

## Amusements


**Olympic Theatre**

PROGRAMME
*For Aug. 3rd, 4th and 5th*

New Gaumont Graphic

**"Rolling Stones"**
Five Parts

**"Wonderful Statue"**
COMEDY

**"Unlucky 13"**
COMEDY


## On Being Late At The Office

*From the Arkansas Gazette*

Early to bed
And early to rise
Save a lot of lying
And alibis.

## Through Ticket

A train of negro soldiers went through Northampton last night. A civilian who talked with a great big negro on the platform said: "So you are going to France!" "No," said the black giant "we's gwine ter Berlin."
—*Hampshire Gazette.*

## Amusements


**ISIS THEATRE**

Tonight Showing Tonight

**"Jockey of Death"**
A great feature in Four Parts with a startling succession of thrills

"HER PAINTED HERO"
Screaming Triangle Comedy in Two Parts

"SUCH A HUNTER"
A Farcical Comedy

Matinees on Saturday and Sunday

Monday, 5th August
First appearance of the celebrated comical duo
ALDO-PINI

TO-NIGHT and TO-NIGHT

On August 3rd, 4th, and 5th and Matinee on Sunday, Aug. 4th.

**Blanche Sweet**
at the
**Victoria Theatre**
In the Five Parts
PARAMOUNT FILM
**"The Storm"**
and
NEW COMEDIES

**THE KAILAN MINING ADMINISTRATION**

# KAIPING Coal Coke

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai

The All British
LIGHT **Standard** CAR

A PROVED LIGHT CAR with a Colonial Reputation for Reliability under any Conditions.

Make sure of getting early delivery of a Post War Model

Send your inquiries to:
THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND.

Bright Lights! Follow the Crowds to "The Eldorado" Bright Music!

"The Home of Refined Dancing!"

Our First-class Entertainers!

**Aldo-Pini Comical Duo**

The Williamson Troupe

Change of Programme

TONIGHT

First-Class Floor! Prof. MARTINEZ Orchestra "EVERYTHING No. 1" First-Class Service!

# ST. GEORGE'S CINEMA ☛ At the Bubbling Well

"Fun enough to stop the trams running" Tonight, August 3rd and 4th "You'll hear them laughing at the Bund on Thursday"

## *ALL COMEDY PROGRAMME*

**CHARLEY CHAPLIN and LONESOME LUKE**

In — The Assassin of Gloom — In — In — The Shatterer of Sorrow — In

*THE CURE* ❧ *THE KINK* ❧ *LOVE LAUGHS AND LATHER*

Two Parts Two Parts Two Parts

ADMISSION: ONE DOLLAR AND ONE DOLLAR-FIFTY

# Chinese and Foreign Banking Announcements

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

| | |
|---|---|
| Capital | £1,200,000 |
| Reserve Fund | 2,000,000 |
| Reserve Liability of Shareholders | 1,200,000 |

*Head Office:*
38 BISHOPSGATE, LONDON, E. C.

*Court of Directors:*
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

*Bankers:*
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

*Agencies and Branches:*

| | | |
|---|---|---|
| Amritsar | Hollo | Puket |
| Bangkok | Ipoh | Rangoon |
| Batavia | Karachi | Saigon |
| Bombay | Klang | Seremban |
| Calcutta | Kobe | Singapore |
| Canton | Kuala-Lumpur | Shanghai |
| Cebu | Madras | Sourabaya |
| Colombo | Malacca | Taiping |
| Delhi | Manila | (F. M. S.) |
| Foochow | Medan | Tavoy (Lower |
| Haiphong | New York | Burma) |
| Hankow | Peking | Tientsin |
| Hongkong | Penang | Yokohama |

*Shanghai Branch*, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

## BANQUE DE L'INDO-CHINE

| | |
|---|---|
| Capital | Frs. 48,000,000.00 |
| Reserves | Frs. 50,000,000.00 |

*Succursales et Agences:*

| | | |
|---|---|---|
| Bankok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Dondichery | Peking | Tourane |
| Haiphong | Papoote | |
| Hankoou | Pnom-Penh | |

*Bankers:*
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

## Banque Industrielle de Chine

**Capital ..... Francs 45,000,000**
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
**THE GOVERNMENT OF THE CHINESE REPUBLIC**

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.

**Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou**

BANKERS:
In France: Societe Generale pour favoriser le Developement du Commerce & de l'Industrie en France.
In London: London County Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

**Taels, Dollars, Gold Accounts**

Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency

G. LION,
Manager.
4 French Bund, Shanghai.

## Hongkong & Shanghai Banking Corporation

| | |
|---|---|
| Paid-up Capital | $15,000,000 |
| Reserve Funds:— | |
| Sterling £1,500,000 @ 2s. | $15,000,000 |
| Silver | 19,500,000 |
| | $34,500,000 |
| Reserve liability of Proprietors | $15,000,000 |

*Head Office*: HONGKONG
*Court of Directors*:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq., Deputy Chairman.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
T. A. Plummer, Esq.
Hon. Mr. E. Shellim.
*Chief Manager.*
Hongkong—N. J. STABB.

*Branches and Agencies:*

| | | |
|---|---|---|
| Amoy | Ipoh | Peking |
| Bangkok | Johore | Penang |
| Batavia | Kobe | Rangoon |
| Bombay | Kuala-Lumpur | Saigon |
| Calcutta | London | S. Francisco |
| Canton | Lyons | Shanghai |
| Colombo | Malacca | Singapore |
| Foochow | Manila | Sourabaya |
| Hankow | Nagasaki | Tientsin |
| Harbin | New York | Tsingtau |
| Hollo | | Yokohama |

*London Bankers:*
London County and Westminster Bank, Ltd.

*Shanghai Branch*: 12, The Bund.
*Sub-Agency*: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

## Russo-Asiatic Bank

| | Roubles. |
|---|---|
| Capital (fully-paid) | 55,000,000 |
| Reserve Fund | 26,960,000 |
| | Kpg. Tls. |
| Capital Contributed by the Chinese Government | 3,500,000 |
| Reserve Fund | 1,750,000 |

*Head office*: PETROGRAD.
*Paris office*: 9, Rue Boudreau.
*London office*: 64, Old Broad St., E.C.

*Bankers:*
London: Messrs. Glyn, Mills, Currie & Co.
Paris Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

*Far Eastern Branches and Agencies*

| | | |
|---|---|---|
| Bombay | Harbin | Peking |
| Chanchun | Hongkong | Shanghai |
| Chefoo | Newchwang | Tientsin |
| Dairen | Nicolayowak | Vladivostock |
| Hailan | O/Amur | Yokohama |
| Hankow | | |

81 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.
L. JEZIERSKI,
G. CARRERE,
managers for China, Japan and India.

## The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

| | |
|---|---|
| Capital | $541,000.00 |
| Reserve Fund | $11,000.00 |
| Deposits (June 30, 1918) | $2,688,000.00 |

Cable and Telegraphic Address:
"COMSAVBANK"
Telephone: Central 4522.

Correspondents at the principal cities throughout China and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Every description of Banking and Exchange business transacted.

Interest allowed on Savings Accounts at 4% per annum.

Pocket Saving Banks.
Safe Deposit Boxes.

K. P. CHEN,
General Manager.

## The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

| | |
|---|---|
| Authorised Capital .. | $60,000,000.00 |
| Paid-Up Capital .... | 12,279,800.00 |
| Reserve Fund ..... | $1,298,552.60 |
| Special Reserve Fund | $1,398,932.65 |

HEAD OFFICE: PEKING.
Branches and Agencies:

| | | |
|---|---|---|
| Peking | Taiyuan | Shanghai |
| Tientsin | Kaifong | Hankow |
| Changchun | Wuhu | Ichang |
| Antung | Anking | Changsha |
| Dalny | Hangchow | Nanchang |
| Moukden | Ningpo | Kiukiang |
| Newchwang | Nanking | Foochow |
| Harbin | Chinkiang | Amoy |
| Kirin | Hsuchow | Canton |
| Tsinan | Soochow | Hongkong |
| Chefoo | Wusieh | Swatow |
| Tsingtau | Yangchow | Chungking |

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Account at 2 per cent. per annum, on Dollar Current Account at 1 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG,
Manager.
Shanghai, 1st August, 1918.

## Banque Belge Pour L'Etranger

**Filiale de la Societe Generale de Belgique**
**Societe Anonyme**
**Paid-Up Capital ... Frs. 30,000,000**

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin
Alexandria, Cairo (Egypt,) and Rotterdam

*President:*
JEAN JADOT
Gouvernor Societe Generale de Belgique.

*Bankers:*
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

## Yokohama Specie Bank, Limited

(Established 1880.)

*Head Office*: YOKOHAMA, JAPAN.

| | |
|---|---|
| Capital Subscribed . | Yen 48,000,000 |
| Capital Paid-up ... | Yen 42,000,000 |
| Reserve Fund ..... | Yen 23,100,000 |

*London Bankers:*
The London County, and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

*Branches and Agencies*

| | | |
|---|---|---|
| Bombay | Los Angeles | S. Francisco |
| Buenos Ayres | London | Seattle |
| Calcutta | Lyons | Shanghai |
| Changchun | Manila | Shimonoseki |
| Dalny | Mukden | Singpore |
| Hankow | Nagasaki | Sourabaya |
| Harbin | Newchwang | Sydney |
| Hongkong | New York | Tientsin |
| Honolulu | Osaka | Tokio |
| Kaiyuen | Peking | Tsinanfu |
| Kobe | Rangoon | Tsingtau |

*SHANGHAI BRANCH*
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

## The Bank of Canton, Limited.

Incorporated 1912.

| | |
|---|---|
| Capital (fully paid) | H.$2,000,000.00 |
| Reserve Fund | H.$ 240,000.00 |
| Investment reserve fund | H.$ 40.000 |

**Head Office**
No. 6 Des Voeux Road, Hongkong.

**Shanghai Office**
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

## International Banking Corporation

| | |
|---|---|
| Capital & Surplus U. S. | $6,500,000.00 |
| Undivided Profits U.S. | $1,348,000.00 |
| U.S. | $7,848,000.00 |

*Head Office:*
55 Wall Street, New York
National City Bank Building.

*London Office.*
36 Bishopsgate, E. C.

*Branches:*

| | | |
|---|---|---|
| Batavia | Kobe | San Francisco |
| Bombay | London | Santo Domingo |
| Calcutta | Manila | Santiago de los |
| Canton | Medellin | Caballeros |
| Cebu | Panama | Shanghai |
| Colon | Peking | Singapore |
| (Cristobal Ltd.) | | Tientsin |
| Hongkong | San Pedro de | |
| Hankow | Macoris | Yokohama |

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

| | |
|---|---|
| Bahia | Petrograd |
| Buenos Aires | Rio de Janeiro |
| Caracas, | Santiago de Cuba |
| Genoa | Santos |
| Habana | San Paulo |
| Moscow, Russia | Valparaiso |
| Montevideo | |

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, Shanghai.

## Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office; AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland:*
THE HAGUE and ROTTERDAM.
*Branches:*

| | | |
|---|---|---|
| Pandjermasin | Padang | Soerakarta |
| Bandoeng | Palembang | Tebing-Tinggi |
| Cheribon | Pekalongan | Tegal |
| Djember | Penang | Telok-Betong |
| Djokjakarta | Pontianak | Tjilatjap |
| Hongkong | Rangoon | Weltevreden |
| Kota-Radja | Semarang | |
| Langsa | Singapore | |
| Makassar | Soerabaya | |
| Medan | | |

*London Bankers:*
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,
Manager.

## Hongkong & Shanghai Banking Corporation

**Savings Bank Office:**
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Commercial Bank of China

*Head office*: SHANGHAI

| | |
|---|---|
| Subscribed Capital Sh. Tls. | 5,000,000 |
| Paid-up Capital . Sh. Tls. | 2,500,000 |

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent. per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

## The Mercantile Bank of India, Ltd.

| | |
|---|---|
| Authorised Capital ..... | £1,500,000 |
| Subscribed Capital ..... | 1,125,000 |
| Paid-up Capital ..... | 562,500 |
| Reserve Fund ..... | 650,000 |

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Handy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore | |

*Shanghai Branch.*

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
26 The Bund.
9752

## BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

**Paid-Up**
**Capital: Kuping Taels 10,000,000**

**HEAD OFFICE: PEKING.**
50 Branches and Agencies at principal commercial places in China

**SHANGHAI BRANCH**
**35 Szechuen Road.**

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

## SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
N. 1 Kiukiang Road

**Capital ..... Yen 30,000,000**

**President, Baron K. Sumitomo**

**Head Office: OSAKA**

**Branches:**
Important places in Japan

London, New York, San Francisco, Seattle, Honolulu, Bombay and Hankow.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

**Telephones:—**
**2318 Manager. 4663 Compradore.**
**2350 Gen. Office. 4621 Nights only.**
**3536 General Office.**

## The National Commercial Bank, Ltd.

(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

| | |
|---|---|
| Paid-Up Capital .... | $1,000,000.00 |
| Reserve Fund ..... | 266,000.00 |

*Head Office: Shanghai*
14, Peking Road.
Telephone Nos. 2613 and 2614.

*Branches:*
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
O. C. Yang, Sub-Manager.

# THE CHINA PRESS MAIL SCHEDULE

SATURDAY, AUGUST 3, 1918

| Date and Destination | Per | Chi. | Er. | USA | Rus. | Jap. | Reg. |
|---|---|---|---|---|---|---|---|
| Today | | | | | | | |
| Swatow and Hongkong | | .. | 17.00 | .. | .. | .. | .. |
| Osaki, Kobe, Yhama, Canada, U.S. & Europe v. Vancouver | Monteagle | .. | .. | a17.00 | .. | .. | 15.00 |
| Moji, Kobe, Y'hama, Canada, U. S. & Europe via Canada | | .. | 20.30 | .. | .. | .. | 17.00 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkongand beyond | Korea maru | .. | .. | 16.00 | .. | .. | 12.00 |
| Hongkong | | .. | 16.00 | .. | .. | .. | .. |
| Hongkong and Canton | | 16.00 | .. | .. | .. | .. | 15.30 |
| Japan, Canada, U.S. & Europe | Monteagle | 18.00 | .. | .. | .. | .. | 17.00 |
| America & Japan v. Nagasaki | do | .. | .. | .. | .. | .. | .. |
| Hongkong and Canton | Korea maru | 13.00 | .. | .. | .. | b14.00 | 13.30 |
| Ningpo and Wenchow | Kwangchi | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkong, S. Ports, Australia, Straits, C'lon, India & E'pe | | 16.00 | .. | .. | .. | .. | 15.30 |
| Peking and T'tsin (Every day | Train | .. | 17.00 | .. | .. | .. | 17.00 |
| T'tsin (Daily except Sunday) | | .. | 15.00 | .. | .. | .. | .. |
| Hankow | | .. | 17.00 | .. | .. | .. | .. |
| Ningpo | | .. | 15.00 | .. | .. | .. | .. |
| Tomorrow | | | | | | | |
| Swatow, Hongkong & Canton | Yingchow | 10.00 | .. | .. | .. | .. | 9.30 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkong and Canton | Pat'ng | 10.00 | .. | .. | .. | .. | 9.30 |
| Hongkong, Singapore, Inda, and U. Kingdm via Suez | | .. | a9.00 | .. | .. | .. | .. |
| Monday, August 5. | | | | | | | |
| Hongkong | | .. | 17.00 | .. | .. | .. | .. |
| Swatow | Tamsui | 11.00 | 10.30 | .. | .. | .. | 10.30 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| E'ope via N'saki & V'vostock | Simbrisk | .. | .. | .. | a15.30 | .. | 15.15 |
| Nagasaki | do | .. | .. | .. | .. | b2.00 | 2.00 |
| Weihaiwei, Chefoo & Tientsin | Shengking | 9.00 | 9.00 | .. | .. | .. | 8.30 |
| Newchwang | Esang | 11.00 | .. | .. | .. | .. | 10.30 |
| Newchwang | Peiching | 21.00 | .. | .. | .. | .. | 21.00 |
| Tientsin | Tungwah | 21.00 | .. | .. | .. | .. | 21.00 |
| Foochow | Hsinchi | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkong and Canton | Sinkiang | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkong and Canton | Taishun | 21.00 | .. | .. | .. | .. | 21.00 |
| Nagasaki and Vladivostock | | .. | 15.00 | .. | .. | .. | .. |
| Tuesday, August 6. | | | | | | | |
| Nagasaki | Yamashiro m. | .. | .. | .. | .. | a9.00 | 8.30 |
| Weihaiwei, Chefoo & Tientsin | Shuntien | 14.00 | 13.00 | .. | .. | .. | 13.30 |
| Japan Ports | Yamashiro m | 8.30 | 9.00 | .. | .. | .. | 17.15 |
| Weihaiwei, Chefoo & Tientsin | Koonshing | 11.00 | 10.30 | .. | .. | .. | 10.30 |
| Japan and Russia | Simbrisk | 14.30 | .. | .. | .. | .. | 14.00 |
| Wednesday, August 7. | | | | | | | |
| Moji | Kumano maru | .. | .. | .. | .. | a10.00 | 9.30 |
| Amoy and Hongkong | | .. | 17.00 | .. | .. | .. | .. |
| Thursday, August 8. | | | | | | | |
| Nagasaki | Chikugo maru | .. | .. | .. | .. | a10.00 | 19.30 |
| Frday, August 9. | | | | | | | |
| Moji | Omi maru | .. | .. | .. | .. | a10.00 | 19.30 |

A Money orders until 3 p.m. and parcel post 4 p.m.
B Registration and parcel post 5 p.m. on previous day.
C Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 12 noon.
D Letters and boxes with declared value 1.30 p.m. Parcel post 1 p.m. and money orders 12 noon.
E Letters and boves with declared value 9 a.m. Parcel post and money orders 8.30 a.m.
F Letters and boxes with declared value 9.30 a.m. Parcel post and money orders 9 a.m.
G Money letters and parcels 12 noon.

**Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 3 p.m. Registration at 5 p.m. at the Russian Post Office.**

### Shipping Items

The L-C. s.s. Kutwo left Hankow for Shanghai on Wednesday.
The C.M. s.s. Kiangyu left Hankow for Shanghai on Wednesday.
The N.K.K. s.s. Talee Maru left Hankow for Shanghai on Wednesday.
The C.M. s.s. Hsinchi left Foochow for Shanghai on Thursday.
The L-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.
The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.
The C.N. s.s. Suiyang left Hongkong for Shanghai on Thursday.
The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.
The C.M. s.s. Kiangyung left Hankow for Shanghai yesterday.
The C.N. s.s. Wuchang left Hankow for Shanghai yesterday.
The S.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.
The C.M. s.s. Kiangwah will leave Hankow for Shanghai today.
The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai today.

The C.N. s.s. Tungling will leave Hankow for Shanghai tomorrow.
The C.M. s.s. Feiching left Chinwangtao for Shanghai on Thursday.
The R.M.S. s.s. Monteagle left Hongkong for Shanghai on Wednesday and is due to arrive at Woosung this morning at 8 o'clock. The tender Alexandra will convey inward passengers and mails to Shanghai and may be expected to reach the Customs Jetty at half past ten. She will be despatched for Vancouver the same night and the tender will leave the Customs Jetty at ten o'clock.
The N.P.K. s.s. Yamashiro Maru (Yokohama-Shanghai Line) with mails, left Nagasaki for Shanghai on Thursday and may be expected to arrive at Wayside wharf about 5 a.m. today.
The T.K.K. s.s. Korea Maru left Nagasaki for Shanghai on Thursday arrived at Woosung last night, and the tender conveying inward passengers and mails may be expected to reach the Customs Jetty about nine o'clock. She will be despatched for Hongkong in the afternoon and the tender will leave the Customs Jetty at 3 o'clock.

## 行 業 華 中
## CHUNG FOO UNION BANK

(Established in 1917)
Statutes approved by the Government in 1916
*Head office: Tientsin*

| | |
|---|---|
| Subscribed Capital ..... | $2,000,000 |
| Paid-Up Capital ..... | $1,020,000 |

*Managing Director:*
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

| | |
|---|---|
| Tientsin | Chinkiang |
| Shanghai | Soochow |
| Peking | Wusieh |
| Hankow | Hangchow |
| Nanking | Ningpo |
| Yangchow | Shaohsing |
| Hsuchow | Canton |
| Pengpu | Hongkong |
| Tsingkianpu | |

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
and also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAU, Sub-Manager.
Telephone No. 2618 General Office.
Telephone No. 1929 Manager's Office.

### Passengers Arrived

Per C.N. s.s. **Shengking** from Tientsin, etc: **Mr. and Mrs. Woldon, Misses Best and John, Dr. C.N. Davis, Messrs. W. Yi Grey, P. H. Nyo, H. H. Fox, Y. McCaig, Bernood, Hunting, McTutock, D. M. Whemod and M. E. Sungth and Mstr. Williams.**
Per C.N. s.s. **Yingchow** from Hongkong: Messrs. S. Kubein and **C. D.** Jackson.
Per C.N. s.s. **Hsin Peking** from Ningpo: Miss E. C. Dickie.
Per N.S. s.s. **Hsin Ningchao** from Ningpo: Messrs. Bro. Sastre and Bro. Emilein.
Per C.N. s.s. Ngankin from Hankow, etc: Messrs. Mathinson, Franico, Marigoni, Norah Kelly, H. Drakes, A. Chapeaur and W. A. Leevin, Rev. Fathers Gunch and Rieger.

## MITSUI BANK, LTD

SHANGHAI BRANCH
3 Foochow Road

| | |
|---|---|
| Capital (Paid-up) | Yen 20,000,000 |
| Reserve | Yen 13,950,000 |

Head Office: Tokio, Japan.
President: Baron Takayasu Mitsui

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hirochima, Kyoto, Nagoya, Fukagawa, (Tokio), Otaru.

Bankers:
*London*: Messrs. Barclays Bank, Ltd.
The London City and Midland Bank, Ltd.
*New York*: The National City Bank of New York.
The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

J. KENJOH, Manager.

# GENERAL SHIPPING NEWS

## Future Sailings

### FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Aug. 2 | — | Vancouver | Monteagle | Br. | C.P.R. |
| Aug. 10 | — | San Francisco | Nanking | Am. | C.M.S.S. Co. |
| Aug. 15 | — | Vancouver | Key West | Br. | C.P.R. |
| Aug. 16 | — | San Francisco | Korea Maru | Jap. | T.K.K. |
| Aug. 17 | — | San Francisco | Ecuador | Am. | P.M.S.S. Co. |
| Aug. 19 | — | Seattle, etc. | Suwa Maru | Jap. | N.Y.K. |
| Aug. 20 | — | Tacoma and Seattle | Altai Maru | Jap. | O.S.K. |
| Sep. 3 | — | San Francisco | Siberia Maru | Jap. | T.K.K. |
| Sept. 8 | — | Tacoma & Seattle | Africa Maru | Jap. | O. S. K. |
| Sept. 9 | — | San Francisco | Tenyo Maru | Jap. | T.K.K. |
| Sept. 14 | — | San Francisco | Columbia | Am. | P.M. S.S. Co |
| Sept. 14 | — | Vancouver | S. of Japan | Br. | C.P.R. |
| Sept. 16 | — | Seattle, etc. | Fushimi Maru | Jap. | N.Y.K. |
| Sept. 19 | — | Tacoma & Seattle | Arabia Maru | Jap. | O. S. K. |
| Oct. 5 | — | Vancouver | Monteagle | Br. | C.P.R. |

### FOR JAPAN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Aug. 2 | — | Moji, Kobe & Osaka | Takeshima Maru | Jap. | N.Y.K. |
| Aug. 6 | — | N'saki, Kobe & Y'hama | Yamashiro Maru | Jap. | N.Y.K. |
| Aug. 6 | — | Nagasaki | Simbirsk | Rus. | R.V.F. |
| Aug. 9 | — | N'saki, Kobe & Y'hama | Chikugo Maru | Jap. | N.Y.K. |
| Aug. 7 | — | Moji, Kobe & Osaka | Kumano | Jap. | N.Y.K. |
| Aug. 10 | — | Moji, Kobe & Osaka | Omi Maru | Jap. | N.Y.K. |
| Aug. 14 | — | Kobe | Inaba Maru | Jap. | N.Y.K. |
| Aug. 14 | — | Moji, Kobe & Osaka | Chikuzen Maru | Jap. | N.Y.K. |
| Aug. 16 | — | N'saki, Kobe & Y'hama | Tatsugami Maru | Jap. | N.Y.K. |

### FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | |
|---|---|---|---|---|
| — | Port Said | Esan Maru | Jap. | N.Y.K. |
| — | London, etc. | Kanagawa Maru | Jap. | N.Y.K. |
| — | London etc. | Sado Maru | Jap. | N.Y.K. |

### FOR SOUTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Aug. 3 | — | Hongkong | Korea Maru | Jap. | T.K.K. |
| Aug. 3 | 4.30 | Ningpo and Pooteo | Kiangteen | Chi. | C.M.S.N. Co. |
| Aug. 3 | D.L. | S'tow, H'kong & C'ton | Taisang | Br. | J. M. & Co. |
| Aug. 3 | M.N. | Wenchow & Ningpo | Kwangchi | Chi. | C.M.S.N. Co. |
| Aug. 4 | 11.00* | Hongkong & Canton | Paoting | Br. | B. & S. |
| Aug. 4 | 11.00* | Swatow and Hongkong | Yingchow | Br. | B. & S. |
| Aug. 5 | 4.00 | Ningpo | Hsin Peking | Br. | B. & S. |
| Aug. 5 | 4.30 | Ningpo | Hsin Ningsnao | Chi. | N.S.N. Co. |
| Aug. 5 | noon | Swatow | Tamsui | Br. | B. & S. |
| Aug. 6 | — | Foochow | Hsinchi | Chi. | C.M.S.N. Co. |
| Aug. 6 | — | Hongkong | Taishun | Chi. | C.M.S.N. Co. |
| Aug. 7 | 2.00 | Swatow | Hoihow | Br. | B. & S. |
| Aug. 6 | D.L. | Amoy, H'kong & C'ton | Sinkiang | Br. | B. & S. |
| Aug. 9 | 3.00 | Amoy, H'kong & C'ton | Suiyang | Br. | B. & S. |
| Aug. 11 | D.L. | Swatow & Hongkong | Kaifong | Br. | B. & S. |
| Aug. 14 | — | Hongkong | Siberia Maru | Jap. | T.K.K. |
| Aug. 17 | — | Takao, F'chow & K'lung | Kohoku Maru | Jap. | O.S.K. |
| Aug. 19 | — | Manila and H'kong | Fushimi Maru | Jap. | N.Y.K. |
| Aug. 21 | — | Manila & Singapore | Arabia Maru | Jap. | O.S.K. |
| Aug. 24 | — | Hongkong | Colombia | Am. | P.M.S.S. Co. |
| Aug. 28 | — | H'kong & Singapore | Mexico Maru | Jap. | O.S.K |

### FOR NORTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Aug. 3 | 3.00* | Tientsin and Dairen | Kohoku Maru | Jap. | O. S. K. |
| Aug. 3 | 7.30* | Dairen | Kobe Maru | Jap. | S.M.R. |
| Aug. 3 | — | Chinwangtao | Kabafuto Maru | Jap. | K.M.A. |
| Aug. 4 | — | Tsingtao | Noto Maru | Jap. | O.S.K. |
| Aug. 5 | 10.00* | Weihaiwei, C'foo, T'sin | Shengking | Br. | B. & S. |
| Aug. 6 | — | Vladivostock | Simbirsk | Rus. | R.V.F. |
| Aug. 6 | 10.30* | Tsingtao and Dairen | Sakaki Maru | Jap. | S.M.R. |
| Aug. 6 | 3.00 | W'wei, C'foo, & T'sin | Shuntien | Br. | B. & S. |
| Aug. 6 | — | Tsingtao | Yokishin Maru | Jap. | D.K.K. |
| Aug. 6 | — | Tientsin | Tungwah | Chi. | C.M.S.N. Co. |
| Aug. 6 | — | Newchwang | Feiching | Chi. | C.M.S.N. Co. |
| Aug. 10 | D.L. | Antung | Wenchow | Br. | B. & S. |
| Aug. 18 | — | T'sin, Dairen, Tsingtao | Keelung Maru | Jap. | O.S.K. |

## Vessels Loading

### For River Ports

HANKOW & PORTS.—The Co.'s Str., **Nanyang Maru**, Captain K. Takeoka, will be despatched from C. M. Custom wharf on Saturday, Aug. 3, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Str. Navigation Co.'s Steamer **Ngankin**, Captain Newcomb, will leave from the French Bund on Saturday, Aug. 3, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Hwahsi, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Talee Maru Capt. Y. Taniguchi, will be despatched from N.K.K. Pootung wharf on Monday, Aug. 5, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Kutwo, 2,664 tons, Capt. Gibb, will leave on Monday, the Aug. 5, at about 12 o'clock (midnight). For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Tuckwo, 3,770 tons, Capt. Campbell, will leave on Friday, Aug. 6, at about 12 o'clock (midnight). For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Str. **Tatung** Capt. C. C. Williams, will leave from the French Bund on Tuesday, August 6, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting Capt. R. A. Watt, will leave from the French Bund on Thursday, Aug. 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Wuchang Capt. Pickard, will leave on Wednesday Aug. 7, at about 12 o'clock midnight) For Freight apply to Butterfield & Swire, Agents. Tel. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Luenyi Capt. Frazier, will leave from the French Bund on Friday, August 9, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77. Passage Tel. No. 401.

### For Southern Ports

WENCHOW via NINGPO.—The Str. Kwangchi, Capt. J. H. Davis, will leave on Saturday night. For Freight or Passage apply to C.M.S.N. Co.

POOTOO.—The Str. Kiangteen, Capt. Glen, will leave on Saturday, afternoon at 4.30 o'clock. For Freight or Passage apply to C.M.S.N. Co. Return Fare $20.

HONGKONG.—The s.s. Korea Maru 18,000 tons, Capt. T. Ota will be despatched on Saturday, Aug. 3. Tender conveying passengers and mails will leave Customs jetty at 3 p.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Manager.

HONGKONG & CANTON.—The China Navigation Co.'s Str. Paoting, Capt. P. R. Purslow, will leave on Sunday, Aug. 4, at 11 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Yingchow Capt. R. J. Cain, will leave from the French Bund on Sunday, Aug. 4, at 12 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Str. Tamsui Capt. J. S. Dewolf, will leave on Monday, Aug. 5, at noon. For Freight or Passage, apply to Butterfield and Swire Agents Tel. No. 77.

NINGPO.—The China Navigation Co.'s Str. Hain Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, Aug. 5, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Str. Sinkiang, Capt. H. A. Wavell, will leave from the French Bund direct for the above ports on Tuesday, Aug. 6, at daylight. For Freight or Passage apply to Butterfield & Swire Agents. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG.—The Str. Taishun, Capt. Westerland, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW.—The China Navigation Co.'s Steamer Hoihow Captain W. T. Roberts, will leave on Wednesday, the 7th inst., at 3 p.m. For Freight, or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Friday, Aug. 9, at 3 p.m. For Freight or Passage apply to Butterfield & Swire Agents. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Str. Wenchow, Capt. A. McDowell, will leave on Saturday, Aug. 10 at daylight. For Freight or Passage, apply to Butterfield and Swire Agents. Tel. No. 77.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Kaifong, Capt. E. J. Pottinger, will leave from the French Bund on Sunday, August 11, at daylight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOO CHOW & KBELUNG.—The Str. Kohoku Maru Capt. S. Ohba, will be despatched from the Yangtszepoo wharf on Aug. 17, at ———— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235

MANILA and SINGAPORE.—The Steamer Arabia Maru, Captain S. Hagata, will be despatched on August 21, at ———— The steam-launch conveying passengers on board will leave the Custom jetty at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG & SINGAPORE.—The Str. Mexico Maru Capt. K. Komiya, will be despatched from he Co.'s Yangtszepoo wharf on Aug. 28, at ———— The steam-launch conveying passengers on board will leave the Customs jetty at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

HONGKONG.—The Str. Canada Maru Capt. Y. Yamamoto, will be despatched from the Co.'s Yangtszepoo wharf on Sept. 6, at ———— The steam-launch conveying passengers on board will leave the Customs jetty at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

### For Northern Ports

TIENTSIN and DAIREN.—The Str. Kohoku Maru Capt. S. Ohba, will be despatched from the Co.'s Yangtszepoo wharf on Aug. 3, at 3 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 2 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TSINGTAO.—The Str. Noto Maru Capt. K. Miya, will be despatched on Aug. 4. For Freight please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking Capt. McIntosh, will leave from the French Bund on Monday, Aug. 5, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Northcombe, will leave from the French Bund on Tuesday, August 6, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No 77, Passage Tel. No. 401.

NEWCHWANG.— The Str. Feiching, Capt. A. B. Baines, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN Direct.—The Str. Tungwah, Capt. C. Smith, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

TIENTSIN and DAIREN via TSINTAO.—The Str. Keelung Maru Capt. S. Iami, will be despatched from the Co.'s Yangtszepoo wharf on August 18, at ———— The steam-launch conveying passengers on board will leave the jetty in front on the Nisshin Kisen Kaisha at ———— on the same day. For Freight and Passage, please aply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

### For Foreign Ports

TACOMA AND SEATTLE CALLING KOBE, & YOKKAICHI.—The Osaka Shosen Kaisha's Str. Altai Maru Capt. ———— will be despatched on August 20. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. For Freight, please apply to The O. S. K., No. 4 The Bund. Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on September 8, Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ———— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain S. Nagata, will be despatched on September 19. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ———— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.


# C. N. C.

## CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Laou Yi, Nganking, Poyang, Taisang, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

*Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.*

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via Tientsin).—S.S. Tangchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

*Regular sailings every Tuesday and Saturday and every alternate Thursday.*

For AMOY, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

*Regular sailings every Tuesday, Thursday and Sunday mornings.*

For NINGPO.—S.S. Hain Peking.—Sailing from the French Bund.

*Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.*

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE,
Agents 21-23 French Bund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

# PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"
Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" "VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

| For San Francisco via Kobe, Yokohama and Honolulu | | For Hongkong via Manila | |
|---|---|---|---|
| S.S. ECUADOR | Aug. 17 | S.S. COLOMBIA | Aug. 24 |
| S.S. COLOMBIA | Sept. 14 | S.S. VENEZUELA | Sept. 21 |

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two *Bed* staterooms only. No *Upper Berths*. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" .....16,000 tons "SANTA CRUZ"..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

| For Colombo via Singapore and Calcutta | | For San Francisco via Cebu and Honolulu | |
|---|---|---|---|
| S.S. SANTA CRUZ | AUG. 10 | S.S. COLUSA | AUG. 7 |
| S.S. COLUSA | Oct. 10 | S.S. SANTA CRUZ | Sept. 25 |

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road. Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

# O. S. K.

## OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
*Under Mail Contract with the Imperial Japanese Government*
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Marseilles
For Genoa
AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

| | | arr. | leave. |
|---|---|---|---|
| For Tacoma and Seattle, Wash. | | | |
| "ALTAI MARU" | (16,000 tons) Capt. ———— | | Aug. 17, Aug 20 |
| "AFRICA MARU" | (18,000 tons) Capt. H. Yamamoto, | | Sept. 7, Sept. 8 |
| "ARABIA MARU" | (18,000 tons) Capt. S. Nagata, | | Sept. 18, Sept. 19 |
| For Hongkong | | | |
| "CANADA MARU" | (12,000 tons) Capt. Y. Yamamoto, | | Sept. 5, Sept. 6 |
| For Manila and Singapore | | | |
| "ARABIA MARU" | (18,000 tons) Capt. S. Nagata, | | Aug. 19, Aug. 21 |
| For Hongkong and Singapore | | | |
| "MEXICO MARU" | (12,000 tons) Capt. K. Komiya, | | Aug. 27, Aug. 28 |
| CHINA COASTING LINE | | | |
| For Tsingtau | | | |
| "NOTO MARU" | (1,500 tons) Capt. K. Miya, | | Aug. 2, Aug. 4 |
| For Tientsin and Dairen | | | |
| "KOHOKU MARU" | (2,610 tons) Capt. S. Ohba, | | Aug. 1, Aug. 3 |
| For Tsingtau, Tientsin and Dairen | | | |
| "KEELUNG MARU" | (1,569 tons) Capt. S. Imai, | | Aug. 15, Aug. 18 |
| For Foochow, Keelung (Formosa) and Takao | | | |
| "KOHOKU MARU" | (2,610 tons) Capt. S. Ohba, | | Aug. 15, Aug. 17 |

The Company also run numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.
For freight, passage and further information, please apply to:—

M. SHIMAMURA, Manager
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI
Tels. 4234, 4235

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via VANCOUVER
In connection with the Canadian Pacific Railway
SAILINGS FROM SHANGHAI

| For Vancouver via Nagasaki Kobe and Yokohama | | For Hongkong | |
|---|---|---|---|
| Monteagle* | Aug. 2 | Empress of Japan | Sept. 3 |
| Empress of Japan | Sept. 14 | Monteagle | Sept. 21 |
| Monteagle | Oct. 5 | Empress of Japan | Oct. 29 |
| Empress of Japan | Nov. 9 | Monteagle | Nov. 26 |

* Monteagle calls at Moji

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G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

# T. K. K.

SHANGHAI BRANCH OFFCE

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Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

| | | |
|---|---|---|
| KOREA MARU | 20,000 tons for San Francisco, | Aug. 16, 1918 |
| SIBERIA MARU | 18,000 tons for San Francisco, | Sept. 3, 1918 |
| TENYO MARU | 22,000 tons or San Francisco, | Sept. 9, 1918 |
| SHINYO MARU | 22,000 tons or San Francisco, | Oct. 8, 1918 |

FOR HONGKONG DIRECT

| | | |
|---|---|---|
| KOREA MARU | 20,000 tons for Hongkong, | Aug. 8, 1918 |
| SIBERIA MARU | 18,000 tons for Hongkong. | Aug. 14, 1918 |

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

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WILL SAIL FROM SHANGHAI FOR

## SAN FRANCISCO

VIA NAGASAKI, YOKOHAMA AND HONOLULU

| | | |
|---|---|---|
| *S.S. "NANKING" | AUGUST | 15th |
| S.S. "CHINA" | SEPT. | 7th |

FOR HONGKONG VIA MANILA

| | | |
|---|---|---|
| S.S. "CHINA" | AUGUST | 21st |
| S.S. "NANKING" | OCT. | 6th |

For further information regarding passenger fares, sailings, freight rates etc. apply to
G. J. PETROCELLI.
Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773
* S.S. "NANKING" Does not call at Nagasaki


## Men-of-War In Port

| Section | Date | From | Name | Flag and Rating | Tons | Guns | Men | Commander |
|---|---|---|---|---|---|---|---|---|
| ODW | Aug. 13 | Harkow | Dde Lagree | Fr g-b. | | | | |
| | June 9 | | Grat | Brg-b. | | | | |
| 8D | June 1 | Cruise | Monocacy | Am g-b. | 190 | | | McFeaten |
| WTW | Oct. 27 | Y'tze | Nightingale | Br. g-b | | | | |
| OD | May 29 | Cruise | Palos | Am g-b. | 196 | | | B. Talare |
| | June 11 | Cruise | Teal | Br. g-b. | | | | |
| 8D | May 13 | Curise | Toba | ap. g-b. | | | | |
| YTPDW | May 10 | Cruise | Woodlark | Br. g-b | 180 | | 36 | |


"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW.

## SHIPPING

# N.Y.K.

## NIPPON YUSEN KAISHA

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Under Mail Contract with the Imperial Japanese Government

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(Subject to alteration)

**EUROPEAN LINE**

For London or Liverpool via ports.
* (For Liverpool.)

| | Tons | | |
|---|---|---|---|
| KANAGAWA MARU .. | 12,500 | ——— | |
| SADO MARU ..... | 12,500 | ——— | |

**AMERICAN LINE**

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Washington.

| | | | |
|---|---|---|---|
| SUWA MARU ..... | 21,000 | Capt. T. Sekine, | Aug. 19 |
| FUSHIMI MARU ..... | 21,000 | Capt. T. Irisawa, | Sept. 16 |

**SHANGHAI-YOKOHAMA LINE** (Via Nagasaki, Moji and Kobe.)

| | | | |
|---|---|---|---|
| YAMASHIRO MARU .. | 7,000 | Capt. Y. Nakajima, | Aug. 6 |
| CHIKUGO MARU ..... | 5,000 | Capt. K. Soida, | Aug. 9 |
| TATEGAMI MARU .... | 4,000 | Capt. N. Tsuruhashi, | Aug. 16 |

**SHANGHAI, MOJI, KOBE AND OSAKA LINE**

| | | | |
|---|---|---|---|
| KUMANO MARU ..... | 9,500 | Capt. S. Saito, | Aug. 7 |
| OMI MARU ..... | 7,000 | Capt. M. Machida, | Aug. 10 |
| CHIKUZEN MARU .... | 5,500 | Capt. N. Nojiri, | Aug. 14 |
| WAKESHIMA MARU .. | 4,500 | Capt. A. Nakamata, | Aug. 17 |

**FOR JAPAN**

| | | | |
|---|---|---|---|
| INABA MARU ..... | 12,500 | Capt. K. Migo, | Aug. 14 |

**KOBE TO SEATTLE**

| | | | |
|---|---|---|---|
| KAMO MARU ..... | 16,000 | Capt. R. Shimidzu, | Aug. 19 |

**FOR HONGKONG**

| | | | |
|---|---|---|---|
| KASHIMA MARU ..... | 19,000 | ——— | Sept. 3 |
| KATORI MARU ..... | 19,000 | ——— | Oct. 2 |

**FOR MANILA AND HONGKONG**

| | | | |
|---|---|---|---|
| FUSHIMI MARU ..... | 21,000 | ——— | Aug. 19 |
| SUWA MARU ..... | 21,000 | ——— | Oct. 22 |

**AUSTRALIAN LINE**

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

| | | | |
|---|---|---|---|
| AKI MARU ..... | 12,500 | ——— | Aug. 21 |
| TANGO MARU ..... | 14,000 | ——— | Sept. 18 |
| NIKKO MARU ..... | 10,000 | ——— | Oct. 16 |

**CALCUTTA LINE**

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

**BOMBAY LINE**

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

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Finest Climate and Best Holiday Resorts in the Far East.

Yamato Hotel, Dairen.—Finest hotel in the Far East. Cleanest city in the Orient. Capital centre for holiday trips.

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Yamato Hotel, Port Arthur.—Coolest and healthiest place in the Far East, close to the famous landlocked harbor, and surrounded with magnificent scenery. Miles of charming walks and drives, historic battlefields and ruined and dismantled forts. Two miles from Ogondai (Golden Beach) Holiday Resort.

Yamato Hotel, Mukden.—Adjoining S.M.R. station. Only hotel for visitors to the ancient capital of China, famous for its Imperial Palaces and Tombs and relics of fast disappearing Old China.

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Chosen Hotel, Seoul.—Luxurious hotel in the capital of Korea.

Station Hotel, Fusan.—For visitors entering or leaving Korea by sea.

Station Hotel, Shingishu.—For Antung on opposite bank of River Yalu.

Kongosan Hotel, Onseiri.—For tourists and visitors to the famous Diamond Mountain in Korea, rivalling Switzerland in scenery.

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**Large Display Advertisements**

ntended for the Sunday issue of The China Press

should be sent in before **5 p.m. on Friday**


## News Brevities

Sir Havilland and Lady de Saussmarez will leave today on the Korea Maru for Hongkong.

* * *

Mr. W. Whiffen, the correspondent of the Association Press at Peking, has left Peking for Harbin.

* * *

M. Wilden, the Consul-General for France, returned to Shanghai yesterday from Weihaiwei.

* * *

The engagement of Lieutenant Lewis, of the 15th. U.S. Infantry, to Miss Nellie A. Simmons, daughter of Mr. George Simmons of the Chinese Government Railways and Mrs. Sammons, has been announced.

* * *

Among the passengers who returned from Weihaiwei yesterday was Mr. Fox, the British Commercial Attache.

* * *

Today is the forty-seventh birthday of King Haakon VII of Norway.

* * *

Fire damaged a building used for sorting cocoons in connection with the Zeng Kaung Silk Filature, 93 North Chengtu Road early yesterday morning. The building was well alight when the Victoria and Deluge companies arrived but a quick stop was effected. There was little stock on the premises but the first floor was badly damaged.

* * *

Lieutenant A. E. H. Parrott, of the 1st West Yorkshire Regiment, son of Dr. A. G. Parrott, was made prisoner by the Germans on March 21 and is now in the officers' camp at Pforzheim in Baden, according to word received here. He and a corporal had held out in a shell-hole with a Lewis gun throughout the day. Both were wounded, Lieut. Parrott receiving a machine-gun bullet above the left knee as well as shrapnel wounds.

* * *

Mr. E. G. Brodie, charged with obtaining money under false pretenses by J. Llewellyn and Co., appeared before Consul R. P. Tenney in the American Consular Court yesterday and the case was transferred to the United States Court for China.

* * *

The Shanghai Municipal Police have withdrawn the complaint against Mr. W. C. Wickersham who was to have appeared in the American Consular Court yesterday on the charge of assaulting a Sikh policeman.

* * *

An entertainment in honor of Shanghai Municipal Police sergeants who are to go home to join the army will be held this evening at Louza Station. Sergeant Thomas Brown and Sergeant Taylor are the men leaving. They will sail for Japan next Tuesday.

## Today's Band Program

Performances by the Public Band will, weather permitting, be given today, programs as follows:

(1) In the Public Recreation Ground at 4.30 p.m.

1. March, Black Rock .....Losey
2. Overture, La Poupee de Nuremberg ..... Adam
3. Waltz, Wedding of the Winds Hall
4. Selection, Pinafore .....Sullivan
5. Waltz, Grande Valse de Concert ..... Mattei
6. Selection, All the Girls. Williams

(2) In the Public Garden at 9 p.m.

1. March, Folie Bergere. Fletcher
2. Overture, Elizia and Claudio Mercadante
3. Waltz, Souviens Toi Waldteufel
4. Selection, Traviata .....Verdi
5. Sketch, In Coonland ...Ridgood
6. Waltz, Sonia .....de Luluetta
7. (a) Tango, La Verbena. Lacome
   (b) Two Step, Catch Me. Higgs
8. Selection, Maritana .....Wallace

A. de Kryger,
Conductor-in-Charge.

## Sailed from Shanghai

**For London, etc.**

Hirano Maru .....June 25
Tamba Maru .....July 5
Kamakura Maru .....July 8
Mishima Maru .....July 27

**For San Francisco**

Colombia .....June 22
China .....June 24
Tenyo Maru .....June 27
Vondel .....July 4
Rindjani .....July 16
Shinyo Maru .....July 19
Venezuela .....July 20

**For Seattle**

Kashima Maru .....June 20
Katori Maru .....July 29
Manila Maru .....Aug. 1

**For Tacoma:**

Arabia Maru .....June 12
Africa Maru .....June 17

**For Vancouver**

Empress of Japan.....July 20

**For Marseilles**

Saigon Maru .....July 1
Shokwa Maru ..... July 16

## Launch Services

**TODAY**

The tender conveying passengers and mails on board the T.K.K. s.s. Korea Maru will leave the Customs Jetty at 3 p.m.

The tender conveying passengers on board the O.S.K. s.s. Kohoku Maru will leave the Canton Road Jetty at 2 p.m.

The tender Alexandra conveying passengers and mails on board the R.M.S. s.s. Monteagle will leave the Customs Jetty at 10 p.m.

**Tuesday, Aug. 6, 1918.**

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 2.30 a.m.

The tender conveying passengers on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 4 p.m.

## Wedding

**Luccander-Folina**

**China Press Correspondence**

Kalgan, Chi. July 28.—On Friday, July 26, at the home of Mr. Chas. L. Coltman of the Mongolian Trading Co., there occured the wedding of Mr. Harold Luccander of the same firm and Miss Thais Folina of Vladivostok. Rev. Chas. S. Heininger of the Methodist Protestant Mission here celebrated the marriage in the presence of about a dozen of the friends of the young couple from the Kalgan foreign community. Mr. and Mrs. Luccander will make their home here in the city having secured a house a few doors north of the offices of the Mongolian Trading Co. The Kalgan community welcomes Mrs. Luccander to their midst and wishes this young couple much happiness.

## Polo

The Shanghai Polo Club and the Light Horse will engage on the Polo field at 4.30 p.m. today. The teams will be as follows:

Light Horse.—H. S. Lindsay, C. C. Boyd, E. S. Hine, H. Herlofsen, J. Johnstone, B. D. F. Beith, G. L. Wilson and S. A. Sleap.

Club.—G. Dallas, I. Ezra, W. Middleton, Dr. Davis, K. J. McEuen, J. Ezra, M. O. Springfield, T. Hanbury, and/or W. Grierson and/or C. Blis.

Each Light Horse team meets each Club team 3 times in 3 chukkas of 7 minutes.

On Monday the following teams will compete for the cups presented by Mr. J. Spunt.

A.—G. Dallas, I. Ezra, W. Middleton and G. L. Wilson.

B.—K. J. McEuen, J. Ezra, E. S. Hine and S. A. Sleap.

C.—M. O. Springfield, C. C. Boyd, Dr. Davis and H. Herlofsen.

D.—J. Johnstone, B. D. F. Beith, H. S. Lindsay and W. Grierson.

Each team meets each other team twice in 2 chukkas of 7 minutes each. Play to commence at 4.30 sharp.


AMERICAN
APPLE CIDER
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SWEET
PURE
&
WHOLESOME

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and Massage establishment, fat people reduce and benefit your health. We also cure rheumatism, nervousness, sciatics, gout, limbogo, neuralgia and alcoholic and necotin poison.

15 years' experience in U.S.A.
Prof. I. K. SETO,
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**THE CATHAY LACE CO.**

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The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock
of
FILET LACES
for
WHOLESALE


## Lawn Bowls

**S. L. B. C. v. Junior Golf Club**

The Shanghai Lawn Bowls Club will play the Junior Golf Club at Hongkew Park at 4 p.m.

J. J. Sheridan (skip), T. Harborne, T. E. Trueman, R. Simmons.

C. M. Bain (skip), J. T. Disselduff, J. Valentine, W. Gater.

G. L. Campbell (skip), J. D. Gaines, F. Large, W. Dutton.

J. C. Mcdougall (skip), E. L. Hunter, D. MacDonald, D. M. Graham.

Albert Taylor (skip), S. Hammond, J. C. Thomson, J. Frost.

Reserves: R. G. H. Cole, F. A Sampson, W. B. Pitt, W. A. Ogden, A. W. Dewhurst.

The following rinks will represent the Junior Golf Club:

T. Spring (skip), G. Marshgreen, J. R. Anding, A. E. Hayward.

D. McAlister (skip), P. B. Critchley, J. Birnie, S. Chilvers.

J. Burnside (skip), M. B. Anderson, C. Larcen, W. R. Kinipple.

A. Braid (skip), P. Ephgrave, J. Marshgreen, J. Brewer.

G. B. Stormes (skip), J. A. Anderson, T. F. Anderson, F. George.

Reserves: Macfarlane, F. Down.

**Marine Engineers v. S. L. B. C.**

The bowlers of the Marine Engineers' Institute will engage the Shanghai Lawn Bowls Club tomorrow, play starting at 3.45 p.m.


*When you think of:—*

Beaver Skins
DOE SKINS
Rabbit Skins
Fox Skins
Otter Skins
Raccoon Skins
Squirrel Skins
Leopard and Tiger Skins
GOAT SKINS

Think of Szechuen Province and you will also think of

WIDLER & CO.

Chungking, West China.
Born 1915—Still Existing.

Terms: Cash in advance.

**The Shanghai Chemical Laboratory**

**No. 4 Canton Road**


on the S.L.B.C. rinks. The following will represent the Engineers:

A. Braid, G. McCallum, P. R. Critchley and B. Anderson.

G. B. Stormes, P. H. Robinson, E. Lever and F. Ferrier.

R. Dorrance, W. Featherstonhaugh, T. Sands and A. Taylor.

W. T. Bissett, J. Park, H. Townsend and J. Tweedlie.

A. S. Allan, D. B. Ritchie, W. P. Marshall and M. B. Anderson.

G. McMurdo, T. Spring, R. K. Hamilton and W. Smith.

R. C. Aitkenhead, A. McGregor, W. Barbour and J. Grier.

Reserves: A. J. Ferrier, D. Campbell, J. E. Grant, C. C. Whitehead and G. S. Anderson.

## Canadian Red Cross

Editor, THE CHINA PRESS

The supporters of the Canadian Red Cross Fund will be glad to know that in closing the account we were able to purchase a draft for $631 53 gold. The sum already acknowledged was Tls. 529.31, and Miss Pearson collected a further $36.00, which amounted to Tls. 25 58, or a total of Tls. 555.19, which enabled us to get the draft. The draft is being sent forward to the Canadian Red Cross Society, Montreal, and I trust that we will have some acknowledgement from them by return mail. Yours very truly,

J. J. EVANS.

## CHINESE GOVERNMENT RAILWAYS

## TIENTSIN-PUKOW LINE

## TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 13³⁰ — 1³⁰ p.m.

July 1st, 1917, and until further notice

| Mail 101 | Mail 3. | Luxe 1. | Miles | Peking-Mukden Line | Luxe 2. | Mail 4. | Mail 102. |
|---|---|---|---|---|---|---|---|
| B. s. | B. s. | R. S. | | | R. S. | B. | B. s. |
| 20⁰⁸ | 8³⁸ | 300 | 0 | dep. Peking arr. | 22²⁰ | 19⁶⁰ | 10⁰⁰ |
| 23⁴⁵ | 11²² | 6⁸⁵ | . . | arr. Tientsin-Central dep. | 19³³ | 17⁰⁰ | 7²⁰ |
| 23⁵⁰ | 11¹⁷ | 6⁴⁰ | 84 | dep. Tientsin-Central arr. | 19⁰³ | 16³⁸ | 7¹⁰ |
| 0⁰⁰ | 11²⁸ | 6⁴⁰ | . . | arr. Tientsin-East dep | 19⁰³ | 16⁴⁸ | 7⁰⁰ |
| 1⁹¹⁰ | 5²⁰ | 23¹⁰ | 524 | arr. Mukden dep | 2⁰¹ | . . | 10⁴⁰ |

| Local 5. | Mail 3. B. s. | | | Tientsin-Pukow Line | Mail 4. B. s. | Local 6. |
|---|---|---|---|---|---|---|
| 7¹⁵ | 11⁵⁰ | — | 0 | dep. Tientsin-East arr. | 17⁵⁵ | 16¹³ |
| 7²⁵ | 11⁶⁰ | — | 2.71 | arr. Tientsin Central dep. | 16⁴⁵ | 15⁰³ |
| 7⁴⁵ | 12⁰⁰ | — | | dep. Tientsin-Central arr. | 16³¹ | 15⁰ |
| 11³⁸ | 15⁰⁰ | — | 78 | dep. Tsangshou dep. | 13³² | 12²¹ |
| 14⁵⁷ | 17⁴⁶ | — | 148 | dep. Tochow dep. | 10⁴³ | 9²⁶ |
| 18⁰¹ | 20²¹ | — | — | arr. Tsinanfu dep. | 8⁰⁶ | 6⁴⁰ |
| 7. | 1 | — | 220 | 1 | 1 | 8. |
| 8⁰⁰ | 20²¹ | — | — | dep. Tsinanfu arr. | 7⁴⁸ | 18¹² |
| 10³⁹ | 22³¹ | — | 266. | dep. Tsianfu dep. | 6⁰¹ | 15⁴² |
| 13⁰⁰ | 0⁰⁸ | — | | arr. Yenchowfu dep. | 3⁴⁰ | 13¹¹ |
| 13¹⁵ | 0¹⁸ | — | 318 | dep. Yenchowfu arr. | 3³⁹ | 12⁵⁴ |
| 15⁵⁸ | 3¹⁶ | — | 377 | dep. Liucheng dep | 1²⁰ | 10²³ |
| 18¹⁴ | 4⁴⁰ | — | — | arr. Kuchowfu dep. | 23⁵⁶ | 8¹⁰ |
| 9. | 1 | — | 420 | 1 | 1 | 10. |
| 6⁵⁰ | 4⁵⁷ | — | — | dep. Kuchowfu arr. | 23²⁹ | 20⁰⁷ |
| 11⁵⁵ | 8³⁸ | — | 523 | arr. Pengpu dep. | 19⁵³ | 14⁴⁸ |
| 12⁰⁴ | 8⁴⁰ | — | | dep. Pengpu arr. | 19⁴⁸ | 14¹² |
| 16⁵⁷ | 11¹⁸ | — | 600 | dep. Chuchow dep. | 16⁴⁸ | 9²⁸ |
| 18⁴⁸ | 13⁰⁰ | — | 631 | arr. Pukow dep. | 15⁰⁰ | 7⁰⁰ |

| Express 16. | Express 10. | | | Shanghai-Nanking Line | Express 1. | Express 15. |
|---|---|---|---|---|---|---|
| R. S. | R. | | | | R. | R. S. |
| . . | 14²⁰ | . . | 0 | dep. Nanking-Ferry arr. | 14¹⁹ | . . |
| 23⁰⁰ | 14²⁰ | . . | . . | dep. Nanking arr. | 14¹⁵ | 6²⁰ |
| 7⁰⁰ | 21³⁰ | . . | 193 | arr. Shanghai-North dep. | 7⁰⁵ | 23⁰⁰ |

| Yenchowfu-Tsiningchow Branch Line | | | | | Liucheng-Tsochuang Branch Line | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 9³⁰ | 13⁵⁰ | 21³⁰ | d. Yenchowfu a. | | 5³⁰ | 11¹⁰ | 18⁰⁰ | d. Liucheng a. | |
| 10⁰² | 14⁴⁵ | 22²² | a. Tsiningchow d. | | 6²⁸ | 12¹⁸ | 19⁰⁰ | a. Tsochuang d. | |
| 6⁴⁰ | 12²⁰ | 20⁰⁰ | | | 8¹⁰ | 14³⁰ | 21⁰⁰ | | |
| 5²⁸ | 11²⁵ | 18⁵⁸ | | | 7⁰⁰ | 13⁰⁰ | 19⁰⁰ | | |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

**Conventional Signs.**

100 — train runs on Thursday only 230 — train runs on Fridays only.

| 3⁰⁰ — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

\ — train has sleep. accomn. 1st & 2nd class. s — train has only 1st class sleep. accomn.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

## SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

**Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down**

| STATIONS. | Local | Express R. | Fast R | 3rd and 4th | Fast R | Local | Fast Local | Night Express R.S. | STATIONS. | Local | Fast Local | Fast R | 3rd and 4th | Fast R. | Express R. | Local | Night Express R.S. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHANGHAI NORTH.....dep. | .. | 7.15 | 9.10 | 9.40 | 12.45 | 15.25 | 17.15 | 23.00 | PEKING.....dep. | .. | .. | .. | .. | .. | 8.55 | | .. |
| SOOCHOW .....dep. | .. | 9.41 | 11.32 | 12.30 | 14.56 | 18.15 | 19.20 | 1.08 | TIENTSIN arr. | .. | .. | .. | .. | .. | 11.40 | | .. |
| WUSIH .....dep. | .. | 10.51 | 12.34 | 13.41 | 15.54 | 19.27 | 20.20 | 2.10 | CENTRAL dep. | .. | .. | .. | .. | .. | 12.00 | | .. |
| CHANGCHOW...dep. | 6.50 | 11.32 | 13.16 | 15.08 | 16.48 | .. | 21.35 | 3.10 | TSINANFU.....dep. | .. | .. | .. | .. | .. | 20 27 | | .. |
| TANYANG.....dep. | 8.05 | 12.09 | 14.11 | 16.16 | 17.41 | .. | .. | .. | PUKOW.....arr. | .. | .. | .. | .. | .. | 12.56 | | .. |
| CHINKIANG.....dep. | 9.16 | 12.52 | 14.53 | 17.17 | 18.22 | .. | .. | 5.06 | | | | | | | | | |
| NANKING.....arr. | 11.19 | *14.15 | 16.30 | 19.50 | 19.50 | .. | .. | 6.50 | | | | | | | | | |
| | | | | | | | | | NANKING .....dep. | .. | .. | 7.30 | 9.00 | 11.45 | *14.30 | 16.25 | 23.00 |
| PUKOW.....dep. | .. | 15.30 | | .. | .. | .. | .. | .. | CHINKIANG .....dep. | .. | .. | 9.00 | 10.10 | 12.30 | 16.06 | 18.35 | 1 00 |
| TSINANFU .....dep. | .. | 8.16 | | .. | .. | .. | .. | .. | TANYANG .....dep. | .. | .. | 9.56 | 10.56 | 14.13 | 16.45 | 19.05 | .. |
| TIENTSIN arr. | .. | 16.29 | | .. | .. | .. | .. | .. | CHANGCHOW ..dep. | 7.30 | .. | 10.54 | 12.15 | 15.08 | 17.39 | 20.39 | 3.20 |
| CENTRAL dep. | .. | 16.45 | | .. | .. | .. | .. | .. | WUSIH .....dep. | 8.15 | 7.10 | 11.38 | 12.56 | 16 00 | 18.29 | .. | 4.11 |
| PEKING.....arr. | .. | 19.00 | | .. | .. | .. | .. | .. | SOOCHOW .....dep. | 9.35 | 8.00 | 12.25 | 14.04 | 17.01 | 19.31 | .. | 5.18 |
| | | | | | | | | | SHANGHAI NORTH.....arr. | 12.15 | 10.15 | 14.00 | 17.20 | 19.00 | 21.50 | .. | 7.50 |

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

**Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down**

| WOOSUNG FORTS ..dep. | 6.50 | 8.10 | 10.50 | 13.15 | 14.40 | 16.20 | 18.10 | 19.35 | 21.50 | SHANGHAI NORTH..dep. | 6.10 | 7.30 | 10.05 | 12.25 | 14.00 | 15.30 | 17.20 | 19.10 | 20.40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KIANGWAN dep. | 7.17 | 8.37 | 11.17 | 13.42 | 15.07 | 16.47 | 18.37 | 20.32 | 21.57 | KIANGWAN dep | 6.31 | 7.43 | 10.16 | 12.36 | 14.13 | 15.41 | 17.41 | 19.21 | 20.59 |
| SHANGHAI NORTH .. arr. | 7.35 | 8.45 | 11.35 | 13.50 | 15.15 | 16.55 | 18.45 | 20.30 | 22.05 | WOOSUNG FORTS..arr. | 6.45 | 8.05 | 10.40 | 13.00 | 14.30 | 16.08 | 18.05 | 19.45 | 21.30 |

## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

**SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"**

| STATIONS | Local | Fast R | Slow | Coolie & Goods | Local | Express R | Local | Local |
|---|---|---|---|---|---|---|---|---|
| Shanghai North ..... dep. | .... | 7.35 | 9.00 | 10.00 | .... | 14.50 | 15.50 | ... |
| Jenfield ..... dep. | .... | 7.51 | 9.16 | 10.23 | .... | 15.06 | 16.06 | .... |
| Siccawei ..... dep. | .... | 7.58 | 9.23 | 10.38 | .... | 15 13 | 16 13 | .... |
| Lunghwa Junction ..... dep. | .... | 8.15 | 9 40 | 10.53 | .... | 15.30 | 16.29 | .... |
| *Shanghai South ..... dep* | .... | *7.45* | *9.10* | *10.20* | *13.35* | *15.00* | *16.00* | *17.55* |
| *Lunghwa Junction ..... dep.* | .... | *8.15* | *9.40* | *10.53* | *13.52* | *15.30* | *16.29* | *18.12* |
| Sunkiang ..... dep. | .... | 8.59 | 10.48 | 12.02 | .... | 16 07 | 17 42 | .... |
| Ka-hai ..... dep. | .... | 9.51 | 11.52 | 13 24 | .... | 16.53 | 18 49 | .... |
| Kashing ..... des. | 7 40 | 10.25 | 12 30 | 14.35 | .... | 17 22 | 19.20 | .... |
| Yehzah ..... dep. | 8.45 | 11.05 | 13 15 | 15.50 | .... | 17.53 | .... | .... |
| Changan ..... dep. | 9.45 | 11.41 | 14 00 | 16 50 | .... | 18 24 | .... | .... |
| Hangchow ..... dep. | 11.10 | 12 50 | 15.25 | 18.30 | .... | 19.19 | .... | .... |
| Zahkou ..... arr. | 11 35 | 13.10 | 15.50 | 19.00 | .... | 19.35 | .... | .... |

| STATIONS | Local | Local | Fast R | Slow | Local | Coolie and Goods | Express R | Local |
|---|---|---|---|---|---|---|---|---|
| Zahkou ..... dep. | .... | .... | 6.30 | 7.55 | .... | 9.20 | 14 10 | 15.30 |
| Hangchow ..... dep. | .... | .... | 7 00 | 8 30 | .... | 10.00 | 14.35 | 16.05 |
| Changan ..... dep. | .... | .... | 8.04 | 9 48 | .... | 11.40 | 15 20 | 17.36 |
| Yehzah ..... dep. | .... | .... | 8.41 | 10 31 | .... | 12 39 | 15.51 | 18.40 |
| Kashing ..... dep. | .... | 7.15 | 9.28 | 11.22 | .... | 14.10 | 16 30 | 19.30 |
| Kashai ..... dep. | .... | 7 48 | 9.53 | 11.55 | .... | 14.48 | 16.52 | .... |
| Sunkiang ..... dep. | .... | 9.05 | 10.47 | 12.59 | .... | 16.08 | 17.40 | .... |
| *Lunghwa Junction ..... dep.* | | *8.18* | *10.38* | *11.38* | *14.08* | *15.33* | *17.23* | *18.23* |
| *Shanghai South ..... arr.* | | *8.35* | *10.55* | *11.55* | *14.25* | *15.50* | *17.40* | *18.40* |
| Lunghwa Junction ..... dep. | .... | | 10 30 | 11.35 | 14.05 | .... | 17.18 | 18.20 |
| Siccawei ..... dep. | .... | | 10.39 | 11.44 | 14 14 | .... | 17.28 | 18.29 |
| Jenfield ..... dep | .... | | 10.46 | 11.51 | 14.21 | .... | 17.37 | 18.36 |
| Shanghai North ..... arr | .... | | 11.00 | 12.05 | 14.35 | .... | 17.55 | 18.50 |

**KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Konzenchiao.... | dep. | 6 50 | 8 25 | 11.25 | 14.00 | 15.55 | 18.35 | Zahkou..... | dep. | .... | 10.10 | 12.25 | .... | 17.20 | .... |
| Kenshangmun .. | dep. | 7 10 | 8.50 | 11.40 | 14.15 | 16.15 | 18.50 | Hangchow..... | dep. | 7.30 | 10.40 | 12 45 | 14.55 | 17.50 | 19.15 |
| Hangchow..... | dep. | 7.20 | 9.15 | 11.52 | 14.24 | 16.30 | 19.00 | Kenshangmun .. | dep. | 7.42 | 10.57 | 12.57 | 15.12 | 18.07 | 19.27 |
| Zahkou..... | arr. | .... | 9.40 | 12.10 | ... | 16.55 | .... | Konzenchiao.... | arr. | 7 55 | 11.10 | 13.10 | 15.25 | 18.20 | 19.40 |

R. Restaurant Car.

# Business and Official Notices

**Shanghai-Nanking Railway**
**Shanghai-Hangchow-Ningpo Railway**

NOTICE.

The undersigned has been duly appointed by the Ministry of Communications as Managing Director of the Shanghai-Nanking Railway and the Shanghai-Hangchow-Ningpo Railway from this date.

C. P. YIN.

Shanghai, 30th July, 1918.

18874

**Durham Trading Co., Ltd.**

(IN LIQUIDATION)

Share certificate relating to 35 shares in the name of WU TING SENG has been lost. Notification of loss has been given to the Liquidators of the Company, and I hereby warn all persons not to deal with or accept the said certificate as of any value.

WU TING SENG

18872

**Finest Egyptian Cigarettes**

from

FIORAVANTI & CHIMENZ

Port Said

| | per 100 |
|---|---|
| Sultan (Large gold tipped) | $3.50 |
| Sultan (Cork medium size) | $3.00 |
| Non Plus Ultra (Large plain) | $3.00 |
| Non Plus Ultra (Gold small) | $2.00 |
| Extra Fine (Plain medium size) | $1.75 |
| Naturel (Plain medium size) | $1.50 |
| Samsoun (Plain medium size) | $1.50 |
| Fatma (Small for ladies) | $1.00 |

Samples upon application to

**The Italian Trading Company**

4B-Peking Road. Tel. C. 2737.

18857

**Dr. James Yuking**

Men's Diseases only

Hours: 8 a.m. to 8 p.m.

Y.283 North Szechuen Road

Special rates to men in uniform.

**HONMA HOSPITAL,**

No. 81 Miller Road. Tel. North 2961.

DR. T. YAMADA,

(former Assistant at the Imperial Universities at Tokio and Fukuoka.)

Internal Medicine,
Children's Diseases.

DR. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

**The Tientsin-Pukow Railway Administration**

Notification No. 281.

INVITATION OF TENDERS (090/6).

Tenders which will be opened at 3 p.m. on the 24th day of September, 1918, are hereby invited for the supply of 258 pieces of Locomotive tyres. Tender forms attached with drawings and full particulars may be obtained on payment of a sum of $5.00 per set.

(Sd.) S. C. SHU,
Managing Director.

Tientsin, 25th July, 1918.

18847

**—BILL SMITH—**

*It may be that there are products superior to Elephant Head French Peppermint, but they are not to be procured on this market.*

ASK BILL!

**Yut Sae Chang & Co.**

Wholesale Hardware Merchants, Building Contractors—Engineers' Supplies.

A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and Green Wire Cloth.

17997

The significance of America's new financial and diplomatic policy toward China and the significance from the standpoint of China of Allied intervention in Siberia are discussed in this week's issue of

## MILLARD'S REVIEW

These important events bring the problems of the world War to the very doors of China. Every intelligent foreigner and every enlightened Chinese now has a personal obligation in the settlement of the problems of this world conflict.

Owing to the vast distance, Washington, London and Paris **must** largely be guided by the intelligent public opinion of China.

To think intelligently, persons must **read** intelligently.

If you are not already a regular reader of the REVIEW, begin to-day. Telephone Central 4141 or send a postal card to 113 Avenue Edward VII. The important point is to attend to the matter at once.

## The Shanghai Horse Bazaar & Motor Co., Ltd.

(ESTABLISHED 1851)

begs to inform its customers that from

**MONDAY, the 5th of August**

**SHELL PETROL**

will be supplied from a

***Bowser Underground Storage System***

insuring

a uniform grade of high-powered petrol from which all impurities and sediments have been removed by filters. This petrol system is installed on the kerb in front of the Company's premises

**36 Bubbling Well Road**

Also an

**AIR SERVICE**

for inflating tyres which is placed at the disposal of the Company's customers free of charge.

## *FOR SALE*

Recently arrived, 1,000 boxes Tin Plates, 112 sheets, 14" by 20", 90 l s. Packed in tin lined and iron hooped boxes. Competitive prices on applic tion to

**W. Z. ZEE & SONS**

(Zung L e and Sons. Established 1891).

Corner of Broadway and Tiendor g Road.

## MACHINES FOR

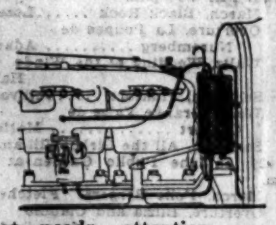
| | |
|---|---|
| Calculating | Cheque-writing |
| Adding | Paper-Punching |
| Listing | Paper-Clipping |
| Typing | Perforating |
| Numbering | Embossing |
| Copying | Eyeleting |
| Dating | Stamping |

**Carbons, Ribbons, Erasers, and a complete line of office supplies in stock.**

Phone 4778 **THE OFFICE APPLIANCE CO.** Phone 4778

4 Canton Road, Shanghai.

**STEWART VACUUM GASOLINE SYSTEM**



Over the roughest roads it insures an absolutely positive gasoline feed. It is self-contained, simple in construction; nothing to get out of order, nothing that needs attention.

For particulars, apply to the Sole Agents,

**The Shanghai Horse Bazaar & Motor Co., Ltd.**

## MASON & CO.

**CONFECTIONERS**

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

**NEW UNDERWOOD TYPEWRITERS**

can only be bought from the SOLE AGENTS

**DODWELL & COMPANY, LTD.**

44a, Kiangse Road

TYPEWRITER Ribbons, Carbons, Oil, Brushes, Erasers, etc.

Rebuilts and secondhands at lowest prices.

"THE MACHINE YOU WILL EVENTUALLY BUY"

**Shanghai Foreign Exchange Bankers' Association**

The Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on Monday the 5th August on account of Autumn Holiday.

18868

**NOTICE**

We have this day authorised Mr. Francis Ridyard Gabbott to sign our firm "Per Procuration."

A. E. S. THOMPSON & CO.

Shanghai, 1st August, 1918.

18869

# Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

**APARTMENTS**

**WINDSOR HOUSE**

14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.

Telephone North 482.

**No. 8 Quinsan Gardens**

To let first floor furnished room with bathroom attached, suitable for married couple or two bachelors. Also one attic room. Terms moderate. Apply Mrs. G. Pollock.

**Oriental House**

31 Boone Road

Two front large rooms, and one back, with bath attached also a small room, facing garden, hot water, moderate prices. Table under the personal supervision of the American proprietress.

Telephone North 4102.

18823

CENTRAL: To let one large well-furnished room facing south, for married couple or two friends also one single room with bathrooms attached and one small room suitable for office. Apply Mrs. Benn, 9 Hankow Road, flat 18.

18890

CENTRAL: To let, small well-furnished room with board. $65. Apply to Box 186, THE CHINA PRESS.

18888 A.8.

TO LET: Handsome apartment, well-furnished, entire floor, 3 rooms and bath-enclosed verandah, separate kitchen and servants' quarters, garden, excellent location near trams. Western district. Apply to Box 185, THE CHINA PRESS.

18887 A.4.

TO LET, well-furnished rooms, with board. Good table. 54 Broadway Terrace.

18886 A. 2.

**SITUATIONS WANTED**

YOUNG MAN: European (Allied), Patriotic, volunteering for war service, desires position as Purser or as any kind of assistant on board an Allied ship sailing from Shanghai to America or France. Please apply to Box 184, THE CHINA PRESS.

18886 A.9.

**HOUSES WANTED**

WANTED to sublet a six-roomed house, furnished or unfurnished. Western district, but centrally located with all modern conveniences. Lease and electric fittings must be taken over. Cheap rental. Apply to Box 183, THE CHINA PRESS.

18885 A. 6.

**Business and Official Notices are Continued on Page 11**

**SITUATION VACANT**

WANTED: Trained nurse to take charge of semi-invalid lady travelling (with family) to Canada, in return for first-class passage. Apply to Box 182, THE CHINA PRESS.

18873

**HOUSES TO LET**

TO LET, 9 Tsongchow Road, adjoining Burlington Hotel, 6 roomed residence. Rent Taels 60. Apply premies for inspection. J. T. Hammond, 38 Nanking Road.

18875

TO LET: No. 6 Wayside Road corner residence of five good rooms near Wayside trams. Rent Tls. 60. Apply premises for inspection; further particulars J. T. Hammond, No. 38 Nanking Road.

18876

**TRANSLATIONS**

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nien-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

**OFFICES, ETC., TO LET**

SUITES of office and godowns to let, in the CHINA PRESS Building and 17 Museum Road. Apply at THE CHINA PRESS or 10, Yangtszepoo Road.

18854 A. 4.

**Exchange and Mart**

MOORE'S Auction Rooms. The well-known police dog "Tramp" which arrived too late for the last sale, will be sold at noon today, without reserve.

18880 A.3.

FOR SALE, a Brush Delivery Van. Price Tls. 250. Guaranteed in good running order. Can be seen at Shanghai Horse Bazaar. Apply Repair Department.

18883 A. 4.

NOTICE: Ladies dressmaking and millinery store, in good locality for sale as a going concern. Apply to Box 179, THE CHINA PRESS.

18853 A. 3.

**Amusement Advertising will be found on Page 8**